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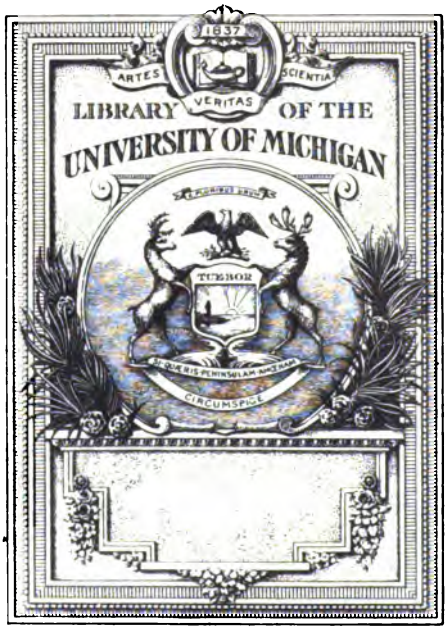

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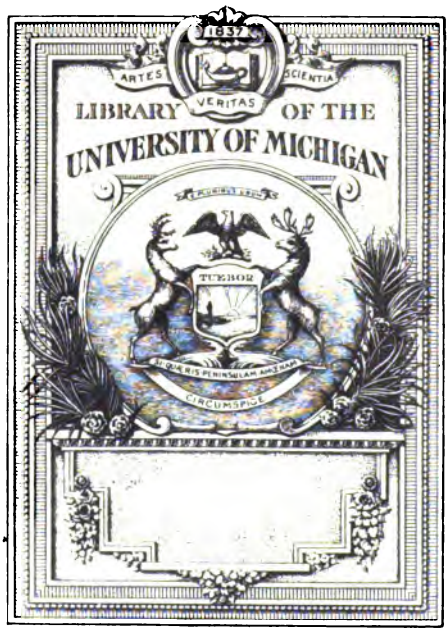

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October, 1917-July, 1918

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FLOYD C. SHOEMAKER, Secretary,

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COLUMBIA, MISSOURI

1918

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THE MISSOURI HISTORICAL REVIEW

FLOYD C. SHOEMAKER, Editor

Subscription Price $1.00 a Year

The *Missouri Historical Review* is a quarterly magazine devoted to Missouri history, genealogy and literature. It is now being sent to eleven hundred members of the Society. The subscription price is one dollar a year.

Each number of the *Review* contains several articles on Missouri and Missourians. These articles are the result of research work in Missouri history. The style of presentation is as popular as is permissible in a publication of this character.

In addition to the monographs, the *Review* contains a list of books recently published by Missourians or on Missouri, and a list of Missouri historical articles that have appeared in the newspapers of the State The last is an aid to teachers, editors and writers, and will become even more valuable with age. This journal reviews only those books that relate to Missouri.

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Manuscripts and letters on all Missouri subjects of a historical or biographical nature are welcome, and will be read and decided upon with as little delay as possible.

Eleven volumes of the *Review* have been published. A few complete sets are still obtainable from the Society—Vols. 1-11, bound in best library buckram, $37.50; unbound, $22.00. Separate volumes, unbound, except Vol. 1, as follows: Vol. 2, 3 and 6, each $3.00; Vols. 4 and 5, each $2.00; Vols. 7, 8, 9, 10 and 11, each $1.00. Prices of re-prints of most important articles given on request.

All editorial and business communications should be addressed to Floyd C. Shoemaker, Secretary, The State Historical Society of Missouri, Columbia, Missouri.

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THE MISSOURI HISTORICAL REVIEW

VOL. XII, No. 1 COLUMBIA OCTOBER, 1917

GOTTFRIED DUDEN'S "REPORT," 1824-1827.

TRANSLATED BY WILLIAM G. BEK,

FIRST ARTICLE

Introduction

Biographical Facts Concerning Gottfried Duden.

Gottfried Duden was the first German who gave his countrymen a fairly comprehensive, and reasonably accurate, first-hand account of conditions as they obtained in the eastern part of the new state of Missouri. In his famous book, "Bericht ueber eine Reise nach den westlichen Staaten Nordamerikas" (1829),* his skillful pen mingled fact and fiction, interwove experience and imagination, pictured the freedom of the forest and of democratic institutions in contrast with the social restrictions and political embarrassments of Europe. This singular book passed thru three editions and many thousands of Germans pondered over its contents. When the rulers of the then politically disrupted German states refused to give their subjects the freedom and aid which they felt entitled to, innumerable resolutions were made to cross the ocean and build for the present and for future generations happy homes on the far-famed Missouri.

*The title translated reads: "A Report of a Journey to the Western States of North America."

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The biographer of this odd man, who came into the life of the state like a comet and passed beyond its horizon almost as abruptly, is embarrassed by the scantiness of certified material concerning this pioneer. *Der Deutsche Pionier*,** this invaluable source of historic things German American, contains in Vol. VI an interesting sketch of Duden by Friedrich Schnacke. Translated, the account reads as follows: "Gottfried Duden was born in Remscheid, Duchy of Berg, Rhine Province in the year 1785. His father was a wealthy apothecary. The youth attended the gymnasium in Dortmund and during the years 1806 to 1810 studied law in Duesseldorf, Heidelberg and Goettingen. For a time he was assistant at the court of law in Duesseldorf. In 1811 he was made Justice of the Peace in the district of Muehlheim on the river Ruhr. In the year 1812 he joined the Second Regiment of the Duchy of Berg, which regiment was later incorporated in the twenty-eighth Prussian Infantry. He was advanced by degrees to the rank of adjutant and participated in the campaign against Napoleon. During this campaign Duden gave evidence of extraordinary bravery. After the campaign he again resumed the duties of his office at Muehlheim. By order of the Cabinet he was made Proctor of State for the district of Muehlheim in 1820. This office he held till 1823, his residence being at Cologne. In his capacity as an officer of the state he had exceptional opportunity to gain an insight into the sufferings of his fellowmen. He was convinced that most of the crimes, which he was called upon to prosecute, were due to poverty. He therefore decided to discover, if possible, the cause of this poverty, and, if within his power, to find the means of remedying the evil. On this point we are able to quote Duden's own words: *"By careful reflection I had come to the conclusion that most of the evils from which the inhabitants of Europe and especially of Germany

***The German Pioneer* was a German monthly, dealing with the pioneer life of the Germans of the United States. In all 18 vols. of this periodical were published, from 1869 to 1887, at Cincinnati, Ohio. H. Rattermann was editor during the greater period of its existence.

**Cf.*, p. IV and V, Introduction, Duden's *A Report of a Journey to the Western States of North America.*

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are suffering, arise from the effects of an excess of population, and are of such a nature that every means for alleviating this suffering will be futile until the population is reduced in number. I recognized the fact that a certain amount of population is absolutely necessary for the highest development of the individual, as well as that of the state. I recognized at the same time, that excess of population distorts the social condition in a lamentable manner, and that all the endeavors of the intellectual forces of society must necessarily end in making the state nothing but a great prison-house.' Obsessed by such ideas Duden obtained a furlough in order to devote himself to the study of medicine at the University of Bonn. Having at last obtained his dismissal from the service of the state, he sailed for America on the 8th of June 1824, arriving at Baltimore on the 14th of August. The ship on which he took passage was an American sail-ship, the Henry Clay.

"Duden said*: 'I was of the opinion that the emigrants of Europe would have to direct themselves to those regions where the mass of natives is also seeking new homesteads. I also held the view that the Europeans had best take these natives as their models in the establishment of their new settlements. I regarded it therefore a gross error, to take as the goal of my journey those regions which lie east of the Alleghany Mountains, where the good land is even now quite expensive.' Accordingly Duden directed himself to what was then the far West, to the then young state of Missouri. They, Duden and his traveling companion Louis Eversmann, an agriculturist, traveled in an open spring-wagon, going via Wheeling, Virginia (now West Virginia), Zanesville, Chillicothe and Cincinnati in Ohio, Louisville, Kentucky, arriving in St. Louis, Missouri, the latter part of October 1824.

"Duden desired to become acquainted with all the phases of pioneer life and therefore bought a tract of land in Montgomery (now Warren) County, in the vicinity of the present town of Dutzow, some fifty miles west of the junction of the Missouri and Mississippi rivers. There he built a house and

*Cf., p. IX. Introduction, *ibid.*

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devoted himself to agriculture. He remained on his farm the greater part of three years. Among his backwoods neighbors he rendered great service by applying his knowledge of medicine. During his idle hours he made a careful study of his surroundings and wrote his observations. These studies appeared as the famous "Report" in 1829 at Elberfeld. In 1827 Duden placed his possessions under the care of a manager and departed for Europe, where he arrived on the 22nd of June of the same year."

Another source of information, dealing briefly with the sojourn of Duden in Missouri is Gert Goebel, a well educated German, who was twice elected to the state senate of Missouri and who held various minor offices of trust in Franklin County, Missouri, and who finally published an intensely interesting book, entitled: *Laenger als ein Menschenleben in Missouri.**

In the issue of the *Westliche Post* of St. Louis, under the date of November 10, 1893, Gert Goebel writes concerning Duden: "I who have lived for more than sixty years in Missouri know only one man who knew Dr. Duden personally. This man is the old, venerable Doctor Elijah McLean who has lived a long time in Washington, Missouri, and who was on friendly terms with Duden, and often associated with him in the early days. This Dr. McLean often spoke to me about Dr. Duden and depicted him to me as a charming gentleman, well educated, and experienced in his profession. He regretted only the one fact, that it was so hard for him to converse with Duden, especially when the two doctors were called to the same bed-side for consultation. Dr. Duden may have understood written English, but was not proficient in the use of the English vernacular, as is almost always the case when Germans of mature age come to America.

"Some time ago there was re-printed in the *Westliche Post* a letter which is probably very old. Among other things it contained an erroneous and unjust estimate of Duden, and even accused him of having written untruths. Apparently the author of this letter must have been one of the

*The title translated reads: "Longer than a life-time in Missouri."

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many disappointed persons whose attention had been directed to Lake Creek,** by the rose-colored account of Missouri by Duden, and which writer later discovered, that it was after all no *dolce far niente*, but that love for hard work, and perseverance, and a willingness to forego the comforts of life were the essentials of success here.

"The sad political conditions in Germany in the thirties of the last century were the cause which induced so many intellectual and patriotic men to emigrate to America. It so happened that Duden's book appeared just at this time. Naturally it enjoyed an enormous distribution and was read with wild enthusiasm among the educated classes in Germany.* Prominent men, such as Paul Follenius and Friedrich Muench, who led the two divisions of the Giessen Emigration Society, were induced, with many other learned men to follow in Duden's footsteps. Many of them did settle in the neighborhood where Duden had lived, and the land near Duden's farm was long known as 'classic ground.' Artisans, peasants and academicians were drawn to the trans-Mississippi country by the paradisaical account of Duden.

"Between the farms of Paul Follenius and Friedrich Muench there arises a cone-like hill from out of the plain. This hill is said to have been the favorite spot of Duden, and there he is said to have written many a chapter of his book. Even now the hill is known as 'Duden's Hill.'

"When Duden settled on Lake Creek he had no German neighbors, except his traveling companion Louis Eversmann. A few settlers spoke the so-called Pennsylvania German,** but they were genuine backwoodsmen. In spite of the respectability of these people, an educated man like Duden could

**It was on Lake Creek in Warren County that Duden's farm was located.

*Three editions of Duden's book are known to have been issued. In 1829 the first edition, printed at the author's cost, was published at Elberfeld. In 1832 the Swiss Emigration Society reprinted it at St. Gallen. The last edition appeared at Bonn in 1834. Sabin makes mention of a St. Gall edition of 1833.

**Some of these Pennsylvania Germans were the brothers Haun. *Cf.* Goebel's *Laenger als ein Menschenleben in Missouri*, p. 7.

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not stand it permanently without intellectual inspiration. Therefore he left soon. He died many years ago."

A word concerning Duden's traveling companion, Louis Eversmann, ought to be of interest in this connection. Gert Goebel is one of our informants concerning this pioneer.* "At the same time that Dr. Duden bought his land among the hills on the little Lake Creek, only four miles north of the present city of Washington, which at that time did not yet exist, a certain Eversmann settled in his neighborhood. This man, whom I knew very well, became quickly Americanized. He married an American woman of good family, and soon became one of the first German slave holders. To the honor of the Germans be it said that he found but very few who followed his example. Eversmann became the father of a rather large family. He was very wealthy, but was not well liked among his German countrymen. At the beginning of the Civil War he sold his estates on Lake Creek and intended to move to Saline County, where he hoped to find a more congenial social life among the rich slave owners, but before he could effect the change, he died."

Duden himself makes only scant mention of Eversmann in his book. He simply tells us that his traveling companion is Louis Eversmann and that he is the son of Mr. Eversmann, the chief superintendent of mines in Berlin.**

Under the date of May 26, 1834, Hermann Steines' diary describes a visit to Louis Eversmann's farm. This was ten years after Duden and Eversmann had settled here. We read among other interesting items the following: "Then we went to the other side of the farm, (it is Duden's farm he has just spoken of) to the adjoining farm of Louis Eversmann. He was busy plowing in the field. His wife and one son and two daughters were at home. In the evening Mr. Eversmann came home and received us very cordially. He has a farm of more than 400 acres. He owns a male slave and a female slave and a negro child. He has many cattle and hogs, and some horses. He, as well as his slaves, work very hard, and his wife, an American woman, was busy

*Cf. Goebel's *Laenger als ein Menschenleben in Missouri*, p. 6.

**Cf. Duden's *Report*, etc., p. 233, foot note.

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spinning flax when we arrived. Eversmann has become much Americanized. His children speak English and do not understand any German, because their father as well as their mother speak only English with them. But the big German pipe has been preserved, after all. Eversmann gave me sound advice, which I much appreciated. They treated us very hospitably."

The Steines diary just quoted contains also a statement concerning a visit to Duden's farm. We read: "From there we finally went to the adjoining farm of Gottfried Duden of Remschied, Germany, full of a certain yearning and with beating hearts. The cause of this agitation is known to every one in the Duchy of Berg. Now we stood on this historic spot. We saw the hut in which he had lived, the half finished log house, the shaded walk to the spring, Lake Creek, the courtyard, the field and finally the forest so fantastically described by Duden. Everything was now very much neglected. The fence had decayed and in great part had fallen down, the field was full of weeds, and there was no more any garden. Many a German has been at that place in the last four to six years, in order to see *where* and *how that one* lived, who with magic power had lured hordes of sons of Germany from their dearly beloved, but oppressed and mistreated fatherland, who with magic pen had clothed this wilderness with such a pleasing and attractive garment, and who had banished the fear of those who thought this to be a country of Indians and wild beasts. After we had tasted the water of the spring and of Lake Creek, we went into the hut and recited some passages from Duden's letters, which we carried with us."

At the time when Duden's remarkable book appeared, very little was known in Germany about Missouri as also of the entire Louisiana Purchase. It will be remembered that Duden's visit occurred three years after Missouri was admitted as a state into the Union. As far as can be ascertained at the present time no Germans from abroad had settled in Missouri prior to Duden's arrival. German travelers had reached St. Louis, no doubt, but had not settled

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there. There are records extant of men of German descent who had drifted in with the current of population that flowed in from the older states to the east and south. The generally accepted view is that Gottfried Duden was the first German with a university education who settled in Missouri. As was stated at the beginning of this account Duden hoped to find the means of ameliorating the condition of his countrymen. His journey to Missouri was made with this purpose in mind. The political unrest which brought on the Wars of Liberation in Germany, together with the economic depression of that day, caused the Germans to look beyond the Atlantic to the land of opportunity, and Duden's book, like a giant index, pointed to the undiscovered trans-Mississippi regions, and presently a veritable Teutonic invasion poured itself down the Ohio valley, and thru the gates of New Orleans to populate not only great areas of Missouri, but also, even more preferably, the non-slave states to the north.

In addition to the above frequently cited *Report*, Duden is known to have written: *Europa und Deutschland von Nord Amerika aus betrachtet oder die Europaeische Entwicklung im 19. Jahrhundert in Bezug auf die Lage der Deutschen, nach einer Pruefung im inneren Nord Amerika.* (Two volumes. Bonn, 1837.) Moreover, there appeared from his pen: *Die Nordamerikanische Demokratie und das von Tocquevillesche Werk darueber als Zeichen des Zustandes der theoretischen Politik. Nebst einer Aeuszerung ueber Chevaliers Nordamerikanische Briefe insbesondere hinsichtlich der wahren Ursache des Bankstreites und der neuesten Unfaelle in dem Handelsleben. Dudens Selbst-Anklage wegen seines Amerikanischen Reiseberichts zur Warnung vor fernerm leichtsinnigen Auswandern.* (Bonn, 1837.)*

*Translated these old-fashioned, ponderous titles read as follows: "Europe and Germany as seen from North America, or the European Development in the 19th Century, with Regard to the Germans, after an Examination in the Interior of North America."

"The North American Democracy, and the Work by von Tocqueville concerning it, as an Index of the Condition of theoretical Politics. Also an Opinion concerning Chevalier's North American Letters, especially with Respect to the true Cause of the Bank Disputes and the most recent Disasters in commercial Life. Finally, Duden's Self-Accusation because of his American Report of Travel, as a Warning against further indiscrete Emigration."

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Two interesting facts are found in this last named book, namely that Duden contemplated making a second visit to America in 1837, and that the first edition of his *Report* consisted of 1,500 volumes. No record is extant that the proposed second journey was made.

GOTTFRIED DUDEN'S "REPORT."

The remarkable book by Gottfried Duden, which was the direct cause of the great German immigration into Missouri during the thirties and forties of the last century, bears a title, which in its prolixity is characteristic of a by-gone age. The full title page reads as follows: "Bericht ueber eine Reise nach den westlichen Staaten Nordamerikas und ueber einen mehrjaehrigen Aufenthalt am Missouri (in den Jahren 1824, 25, 26 und 1827), in Bezug auf Auswanderung und Uebervoelkerung, oder: Das Leben im Innern der Vereinigten Staaten und dessen Bedeutung fuer die haeusliche und politische Lage der Europaeer, dargestellt: a) in einer Sammlung von Briefen, b) in einer besonderen Abhandlung ueber den Politischen Zustand der nordamerikanischen Freistaaten, und c) in einem rathgebenden Nachtrage fuer auswandernde deutsche Ackerwirthe und Diejenigen, welche auf Handelsunternehmungen denken, von Gottfried Duden. Gedruckt zu Elberfeld im Jahre 1829 bei Sam. Lucas, auf Kosten des Verfassers."[1]

[1]In translation this clumsy title reads thus: "A Report of a Journey to the Western States of North America, and a Residence of several Years on the Missouri (during the years 1824, '25, '26 and 1827), dealing with the Question of Emigration and Excess of Population: or Life in the Interior of the United States and its Significance for the economic and political Condition of the People of Europe:—presented—

a) In a Collection of Letters.
b) In a special Treatise concerning the political Condition of the North American Free-States.
c) In an advisory Supplement for emigrating German Farmers and for those who consider commercial Undertakings.

By Gottfried Duden.

Printed in Elberfeld in the Year 1829 by Sam Lucas, at the Author's Cost.

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Duden prefaces his work with a foreword of eight pages. Regarding the authenticity of his information, he asserts, that it is his own experiences to which he desires to direct the attention of his Fatherland, believing that it will be of inestimable benefit to a countless number of his fellow countrymen. He ventures the assertion that the chronicle of his experiences will, in many respects, appear new even to those who had read all the works dealing with North America which had hitherto appeared in Europe. The writer is frank to state that no author, treating a theme of this kind, can truthfully claim to be writing in an entirely unprejudiced manner. For this reason Duden sets out to acquaint the reader with his standards of measurement and with his ideals and purposes. We are told of the conviction of the writer, that most of the evils from which the Germany of his day was suffering were directly traceable to the "horrors of excess of population." Since emigration appeared to be the easiest means of remedying this condition, and since the pressure of emigration was chiefly in the direction of the United States, Duden read a great number of works dealing with every conceivable phase of life in the new world. He reasoned from the premise that the utilization of the soil must necessarily constitute the essential basis of life in the new country, and that all other trades and professions, tho required in a limited degree, must occupy a secondary position of importance. To this end he searched the sources dealing with North America, to gain light upon the following points: "1) Which region of the great western territory of North America might be best suited to the German immigrant, in

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NOTE: The particular copy of Duden's book from which the following translation was made, has the unique distinction of having been in the possession of one of the men whom Duden's writings had induced to emigrate from Germany, and was a constant source of reference to him on the journey. The margin of many a page contains annotations, confirming or criticising Duden's statements. The fly leaf bears this inscription: "Friedrich Steines, teacher at Neu Loehdorf near Solingen, presents this book as a loving remembrance to his dear brother Hermann Steines at the time of the latter's departure for the United States of North America. April 20, 1833."

The book was graciously given to me by Mr. Ernst Edmund Steines, a son of the above named Friedrich Steines, who resides at Oakfield near Pacific, Missouri.

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regard to climate, fertility of soil, price of land, and also as to the nature and condition of the natural waterways; 2) how a settlement in the forest or on the prairie might be best effected, and what difficulties, expenses, inconveniences and dangers the settler would have to be prepared to encounter; 3) how these difficulties and dangers might best be overcome; how the necessities of life would have to be acquired, and what share manual labor would have in their acquisition; how much wealth would be required to remove one from the necessity of doing physical labor; what protection there might be against sickness, against wild animals, against the hostility of men and especially against the Indians; what the outlook in regard to the care and protection of children; what the prospect in regard to the higher demands of intellectual and social intercourse and regarding the education of the young; finally, in what relation the life of the family stood to the life of the community and to the state."

In seeking to answer these queries Duden found many things, but not that which he needed. He discovered that the books dealing with North America could be divided into three classes: a) those that had emanated from the heart instead of the head; b) those that had been written with the manifest purpose of deceiving; c) those that were hostile to all forms of emigration.

One thing became certain to the author, that the new country itself was least of all responsible for the misfortune that had overtaken many an emigrant. These very failures incited an irrepressible desire to investigate the country, especially since the far off regions of America had become accessible to mankind by the newly invented steam navigation on the great river systems. More and more the conviction became fixed, that the success or failure of emigration depended, in a large measure, upon the mode of its execution. It became clear, that the emigrant must take the native for his teacher, and that he must seek land in the regions beyond the Alleghanies.

Having definitely decided to visit America, Duden had

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devoted himself to the study of medicine and believed himself "sufficiently well informed to care for his own health."

"The reader may therefore judge the manner in which I have pursued my aim, and may evaluate the historic worth of my work."

THE THIRTY-SIX LETTERS.

As Duden tells us in the introduction to his "Report," his letters were originally addressed to a friend at home. The friend's name is nowhere to be found, however.

THE FIRST LETTER.[2]

The first letter written in Rotterdam, May 30, 1824, deals with the author's departure from Europe and his proposed journey to America. We read: "This is probably the last letter which I shall send you before my departure. Upon my arrival I found an American ship here, which is only awaiting a favorable wind, in order to depart for Baltimore. The name of the ship is the same as that of the well known statesman, Henry Clay. . . . . I shall communicate to you my opinion concerning life in America in a painstaking manner, and since the judgment of every one is likely to be colored by his expectations and by his preconceived notions, therefore I consider it proper that I should express myself, in advance, concerning my anticipations and ideas of America. You know that the goal of my journey is the United States, and there especially the regions along the Ohio and the lower Missouri rivers. According to unanimous report, the regions of the more northerly latitudes are too cold for the emigrants of middle Europe, while those of the more southerly latitudes are too hot. I am prepared to find Europeans in the United States, and I entertain the belief, that the political advantage of this land is founded upon fortunate external and material conditions rather than upon the internal advantage of its

[2]It is the purpose of the interpreter of Duden's book to translate all those parts which have a vital, historical significance. There are, of course, some parts that have no special value. For the sake of completeness the content of the less essential portions will be given.

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inhabitants. In general I do not expect to find any other advantage for the settler than that he can acquire a fertile tract of land cheaply, and that he can be rather free in the selection of such tracts of land in regard to ease of communication with the outside world, healthfulness, and comforts of living conditions. Moreover, I expect to find an absence of oppressive taxes, and in general a freedom of trade and of occupation, such as will never exist in Europe."

THE SECOND LETTER.[8]

"You see, my friend, that Providence has not been favorably inclined to our journey. On the eighth of June I left Helvoetsluis on board the ship Henry Clay, and found myself after a few hours on the waves of the North Sea. A rather strong wind carried us in two days thru the entire Channel —often hard by the English coast—and my hopes for a speedy journey seemed to be more and more well founded, when suddenly the wind changed."

We are told that a prevailing west wind caused them to tack their ship, whereby they reached the Azore Islands after twenty days, where a calm compelled them to lie at ease. With the Portuguese islands in full view, they were not allowed to land, because such landing would have invalidated the insurance on ship and cargo. Landing in a port, other than that of a ship's destination, could be made, with impunity, only when dire distress made such landing necessary.

The rest of the letter deals with the subject of sea sickness, the agonies of which the writer had not been spared. The probable causes of this malady are discussed and suggestions as to homely remedies and the most suitable diet are prescribed. In connection with this discussion the state-

[8]This letter is dated "June 31, 1824, in the neighborhood of the Azores (named the western Islands by the English), northern latitude 38° and 30′ and longitude 28° and 30″ (west) of Greenwich." The date of June 31 is doubtless a typographical error. July 1 must be intended for the following reason —On June 8 the ship departed. It took them 20 days to reach the Azores and this letter was written 3 days after they reached the Azores, which would make it July 1. These facts are found in the body of the letter.

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ment is incidentally made that only the cabins are supplied with stoves, the steerage quarters being minus such luxuries.

THE THIRD LETTER.

The date of this letter is August 7, 1824. The writer's ship was somewhere on the 39th degree northern latitude, between the Gulf Stream and the American coast.

We are informed about the harrowing experiences during a storm at sea; the dangers and inconveniences encountered in crossing the Gulf Stream; the nature and origin of the Gulf Stream; the various varieties of fish and aquatic animals and birds seen by the traveler; the interesting manner of determining latitude and longitude upon the sea, the former by means of the reflection octant, the latter by means of the log.

THE FOURTH LETTER.

Date given is August 9, 1824. The ship is approaching land on the latitude of Cape Henlopen. Soundings have shown that bottom was reached at a depth of 540 feet. The reader is told about the difference between a ship, a brig, and a schooner. He is informed concerning the duties of a ship's crew and the discipline which prevails on board of ship; concerning the commodities which a traveler on a trade ship must provide for himself; concerning the American law which makes it obligatory upon every sea-going vessel of about 250 tons to carry a supply of medicines; concerning the efforts of various religious bodies, especially the Methodist Church, to improve the moral life of sailors. Finally we read: "I was obliged to pay $80.00 (200 Dutch florins) for my place on the ship. Another sixty florins was required for various acquisitions, half of this sum being spent for bedding, which, I am told, can be sold again on shore without a loss."

THE FIFTH LETTER.

August 14, 1824.

"Day before yesterday (August 12) we finally arrived at Cape Henry, at the entrance of Chesapeak Bay. A favor-

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able wind at once drove us into the bay, and after more than nine weeks we rejoiced again at the sight of calm water."

The remainder of the letter is devoted to a description of what Duden saw of the bay, its shores, the rivers that empty into it, the commercial activity upon its waters, the city of Baltimore, in sight of which they lay at anchor awaiting inspection by the health officers.

THE SIXTH LETTER.

Washington, Pennsylvania.
September 20, 1824.

This letter extends over almost seventeen pages of printed matter. In it Duden refrains from giving a detailed account of the city of Baltimore, which he had left almost a month before, contenting himself by praising its clean and regular streets, its underground sewer system, its gas illumination, its beautiful houses, its public buildings and monuments. He grows enthusiastic in speaking of the almost universal use of carpets in the homes and the elegance of the furniture, all of which at once dispels the idea of a wilderness which the new arrival from Europe may have entertained. He is very much interested in a museum which a certain Mr. Peal owned. The great number of negroes and mulattoes, of course, repel the German traveler. American customs interest him greatly, and he ridicules the American way of serving meals and American table manners. The use of meat at all the meals of the day is offensive to him.

In Baltimore Duden and his traveling companion (Louis Eversmann) remained ten days, making hasty preparation for their trip into the interior. Duden provided himself with reliable maps and charts and secured drafts from the Bank of the United States. He earnestly warns his countrymen against taking bills issued by private or state banks, unless the rate of exchange is clearly known. They bought a light running spring wagon and two horses. A part of their baggage they stored away in their wagon, while the rest they entrusted into the hand of freighters to haul. On the twenty-

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fifth of August they started for the Ohio, taking the turnpike from Baltimore to Wheeling. In an interesting manner many things along the route are described. The nature of the land passed over, the negroes and their children, the crops, the mode of "raising" log houses, rail fences, kinds of forest trees, herbs, animals and birds seen by the travelers, all are described. The following towns are mentioned as having been visited, and in many instances a brief description of the places is given: Ellicot's Mill, Poplar Spring, New Market, Fredericktown, Boonsborough, Hagertown, Hancock, Cumberland, Smithfield, Uniontown, Brownsville, and Washington in Pennsylvania. He mentions having found a large German settlement at Boonsborough. Then follows a very long description of the general topography of the United States and a specially detailed account of the eastern mountain chains. The data of this account are, of course, taken from books on geography and topography. The traveler is agreeably surprised at the hotel accommodations which he has found en route. We cannot refrain from giving his version of one phase of the life at these early hostelries. "In addition to the good accomodation, there obtains everywhere such regularity in the matter of supervision of the effects of travelers, that it admits of hardly any complaint. In every hotel there is, by the way, a special room, called the bar-room. There bars form a partition designed for the dispensing of spirituous drinks and for the safekeeping of the traveler's baggage. The room is under the constant supervision of a butler who is called the bar-keeper. He devotes his entire time to the care of this room. As soon as a guest arrives the bar-keeper takes charge of his baggage, and at the time of the guest's departure, he issues the same again, together with the bill for the lodging. The bar-room is the place where the guests make known their wants and lodge their complaints. There the keys to guests' rooms are also kept. The guest may, of course, look after his own baggage, if he desires."

Concerning their mode of travel Duden says: "We could have traveled much faster. The mail coach would

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have conveyed us from Baltimore to Wheeling in three or four days. However, it was our purpose to study the country at our ease. For this reason we shall later on not make use of the steamboats, especially since one would see even less of the interior of the country from the river than from the mail coach."

THE SEVENTH LETTER.

Wheeling, Virginia.
September 25, 1824.

After speaking of the Ohio river in rather general terms, the writer continues: "It is reported that on the Mississippi and its tributaries some 140 steamboats are employed. Here at Wheeling the water (in the Ohio) has been so low for weeks, that the hotels are full of passengers, who are waiting for rainy weather. We are, therefore, not tempted to give up our resolution to travel to the Mississippi by land. Our second objective is Cincinnati in Ohio. We shall start for that place to-morrow. We expect to find poorer roads from now on. The turnpike ends here and thru the state of Ohio there are only such roads as are kept up by the various counties."

THE EIGHTH LETTER.

Tarlton, Ohio.
September 29, 1824.

Here the writer strikes that alluring tone for which his book was later so severely criticised. In glowing terms he speaks of the state of Ohio, in as far as he had seen it, the fine forests, prosperous settlements, presence of German countrymen, abundant crops, and the beginnings of manufacturing enterprises.

THE NINTH LETTER.

Chillicothe, September 30.

Chillicothe is pointed out as the place to which Europeans should have been taken who thot that the interior of the United States was a wilderness in order to dissuade them of

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this false idea. Reference is also made to some interesting pre-historic remains on Paint Creek.

THE TENTH LETTER.

Cincinnati, October 7, 1824.

On their journey from Chillicothe the way led thru Bainbridge, New Market and Williamsburg. For several days they passed thru swampy woods, over corduroy roads, which put their wagon to a severe test. The valley of the Little Miami is described as being fairly well settled by Germans. Great interest is expressed at the prosperous appearance of Cincinnati. The comparative comfort and the safety of travel are dwelt upon. Half a page is devoted to a description of Cincinnati. A museum attracted the attention of the writer, as did also a flour-mill.

THE ELEVENTH LETTER.

Louisville, October 11, 1824.

From Cincinnati to Louisville the travelers took the steamboat, conveying their horses and wagon on the same boat. The following places are made mention of and brief account of the surrounding country given: Lawrenceburg, New Lawrenceburg, Aurora, Rising Sun, Vevay, Madison, New London, Petersburg, Fredericksborough, Gent, Port Williams, Westport and Jeffersonville. We are told of an interesting settlement of Swiss at Vevay, who obtained land on easy terms from Congress, on condition that they cultivate the grape there. Duden purports that the beginning of this enterprise was made as early as 1804. He says that he saw vineyards and also that he tasted wine from Vevay, which he describes as "pretty bad." Mention is made of the falls of the Ohio below Louisville, and it is stated that a stock company had been formed to construct a canal around the falls. Great interest is manifested by the writer at the prospect of soon seeing the "promised land," Illinois and Missouri, "where most of the land is still owned by the government." St. Louis, three hundred miles away, is now their objective.

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THE TWELFTH LETTER.

Saint Louis on the Mississippi.
October 26, 1824.

"After a land journey of eight weeks, I have finally reached the place, in the neighborhood of which I intend to make my temporary residence. Here I believe to be able to investigate best of all, what is in store for the European settler in the western part of North America, and to ascertain what hindrances are likely to confront him. Above all I shall direct my attention to the operations of the inland farmers, to observe them at their work of transforming the forest and the prairie into habitable farms and cities. I intend to betake myself into the midst of the new settlers, to buy so-called unimproved land, and by imitating their example, I, too, shall make an attempt at such transformation. If I were to acquire an already improved homestead (which is often the more advantageous for him who desires only the acquisition of a farm), many of the difficulties connected with the establishing of a new settlement would probably be only partially known to me. Mere excursions from the city to the country promise no returns whatsoever. For the accomplishment of the main purpose for which I have made this long journey, I wish to do just those things which each one must recognize as being the surest means of success. Besides the matter has still another good side. I shall be freer in my selection. If I select a place on government land, I can take cognizance of the utility as well as the attractiveness of the location, an item which is certainly not to be underestimated in such isolation in a foreign country."

Then the main purpose of this letter, namely to give an account of the trip from Louisville to St. Louis is taken up. They were twelve days on the way. The towns of New Albany, Paoli, Washington, New Harmony[4] and Vincennes, all in Indiana, are mentioned. Rapp's colony at New Harmony is given some attention. Several towns had a neglected and

[4]For a detailed account of the colony at New Harmony see John A. Bole's *The Harmony Society*, Americana Germanica Press, Philadelphia.

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unfinished appearance and upon Duden's inquiry he learned that hard times prevailed. "The Americans have been spoiled by the long European wars. At that time they received exorbitant prices for their natural products, especially their wheat. For this reason they ask so often, whether a new war will not break out soon." According to Duden many people in Indiana attributed the backwardness of that state, when compared with neighboring states, to the fact that there were no slaves in Indiana. The level lands of Illinois did not make a favorable impression on the writer. The drinking water is described as especially bad.

"The city of St. Louis is situated on the west bank of the Mississippi, fifteen miles below the mouth of the Missouri, under the northern latitude 38° and 36′, 982 English miles from the national capital, Washington. The stream here is more than an English mile wide. The connection with the opposite side is effected by a large boat, which two horses propel by means of a tread-mill. The fare for a wagon and two horses amounts to $2.50. The eastern bank is low. The western bank, on the other hand, rises from a narrow, low terrace to a height of about seventy feet and then extends for several miles as a broad plain. The underlying rock is solid lime stone, which is, however, covered by a thick layer of humus earth. In spite of the good soil of the entire plain, the environs of the city look rather desolate, since the forest of the neighborhood has long ago been destroyed and low undergrowth has taken its place. St. Louis was at first a mere military post, and, as such, was fortified. Of these fortifications only the ruins remain. In the year 1764 they began to build the town. The old houses, erected by the French, differ in their architecture decidedly from the new houses of the Americans. Of what value the change of government (from the French to the American) has been to the trans-Mississippi country is also seen here in St. Louis. In the year 1810 the city numbered only 1,600 inhabitants and now numbers something like 6,000. Still it is surprising that in spite of the excellent location the population does not grow more rapidly. Moreover, it is strange that the

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fertile soil around the city is left entirely unutilized, and the food stuffs are almost all brought over from the east bank, the Illinois side. The inhabitants are for the most part nonresident merchants, who care for nothing but the rapid disposition of their wares. Few of them own real estate, and many of the married men have not even brought their wives along, so transitory do they consider their stay.—In St. Louis is the residence of a Catholic bishop.[5]

"Now I shall take leave of you for a long time. My next letters will deal chiefly with the real purpose of my journey. I hate to communicate views to you, which I have not verified and confirmed.

"You will recall that a few years ago, I believe in 1820, a Hanoverian, named Ernst, led a company of colonists to North America. He chose the state of Illinois and settled at Vandalia, the seat of the government. The undertaking was a failure. Mr. Ernst died of fever, after he had failed financially. It is said that he laid too much importance upon the fact that his settlement was at the seat of the government, hoping that the city would grow rapidly. This is an error into which a German is likely to fall. Moreover, it is said that Mr. Ernst paid the traveling expenses of many persons, without making proper arrangements for his reembursement, and so his kindheartedness was greatly imposed upon."

[5] In a footnote on page 51, Duden tells, briefly, of the history of the Louisiana territory, to the time when the United States acquired it.

Concerning the name 'Mississippi' he says: "The word 'Mississippi' or Messa-Chepi is Indian and means Mother of Rivers. The French called the stream Colbert and later St. Louis, but the Indian name retained the preference. By the Spaniards it was called La Palissada, on account of the great mass of drift-wood which it carries. According to Heckewelder, a Moravian clergyman at Bethlehem, Pa., who studied the customs and manners of Indian tribes, the word Mississippi comes from Namaesi-Sipu and means Fish river."

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MISSOURI AND THE WAR.

FLOYD C. SHOEMAKER.

When the first expeditionary force of United States troops landed in Havre, France, this summer to battle for a world democracy, they were led by a Missourian—Major General John J. Pershing, a native of Linn county. As judge advocate general in the United States army, another Missourian—Brigadier General Enoch H. Crowder, of Grundy county, had general direction of the legal work of the expedition. General Crowder also had charge of all legal matters connected with the army and with the operation of the new selective draft law.

When the first American flotilla of destroyers in active service in European waters arrived at Queenstown, it was directed by another Missourian—Commander Joseph K. Taussig, of St. Louis, son of Rear Admiral Edward D. Taussig, also of St. Louis.

When this nation began the campaign for greater food production to support its millions of European allies the work was placed under the direction of a former Missourian —Hon. David E. Houston, United States Secretary of Agriculture, and former Chancellor of Washington University, St. Louis. Hon. Carl Vrooman, Assistant Secretary of Agriculture and a native born son of Macon county, Missouri, became the leader in the speaking publicity campaign on national food production and conservation which was launched in May. Mr. Vrooman said in an address in Kansas City, Missouri, on May 21, 1917, that Missouri and Kansas were the real leaders in the great food drive and that these states and a few others, were expected to furnish the greatest amount of food stuffs.

When the National Committee on Information and Publicity was created in Washington recently, a Missourian —George Creel, a native of Lafayette county and a former newspaper reporter of Kansas City—was called to the chairmanship.

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The critical situation in Russia, which affects so vitally her position as one of the Allies, has made a Missourian, Hon. David R. Francis, United States Ambassador to Russia, the most important and most popular diplomat in Petrograd today. Mr. Charles R. Crane, of Chicago, one of the American commissioners to Russia, recently said of him:

"At the beginning of his term as Ambassador there were some who felt concerned about his being a real diplomat because he lived simply, drove a Ford fervently, and when he wanted a thing done, did it himself. But today he (David R. Francis) is altogether the most popular and most influential person in Petrograd, and among all classes. If he had been one of the old types of luxurious gold lace wearing diplomats, he would have failed."

Following the first call for volunteers in the regular United States army this spring, 1,315 Missourians had responded by April 24th, not including those who joined the National Guard, giving this State a rank of thirteen in the percentage of enlistments, a position higher than that of any of the Atlantic seaboard commonwealths excepting Georgia and Florida. In response to the call for seamen for the United States army, the first recruiting station to fill its quota, within the time limit, was Kansas City, Missouri.

When the Nation's preparedness food campaign was launched this spring, Governor Frederick D. Gardner of Missouri was among the first of the state executives to call a state-wide convention by proclamation to carry out the wishes of the President and Congress. The popular financial campaign of the Nation which was begun in May with the slogan "A Liberty Bond in Every Home," was received by Governor Gardner proclaiming Friday, May 25, as "Liberty Day" throughout the State.

When the National Government began its invoice of munition material and resources in the United States, a delegation of men appeared in Washington and listed in the cause of country the output of the greatest lead and zinc mines in the world—the mines of Southwest Missouri.

What Missouri is doing to advance the cause of this Nation and the Allies through her Pershing, Crowder, Creel, Francis, Gardner, Houston, and Vrooman; through her

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hundreds of army and navy volunteers; and her bankers, farmers, and business men—she is even excelling through her local communities in their every day life. Her State University at Columbia inaugurated selective service before the National bill became a law by discriminatingly excusing from class work six hundred agricultural college students trained and willing to raise crops. A University ambulance company now serving in France was trained and equipped through personal and public contribution. University experts in engineering, medicine and agriculture offered their services and are now doing their part. From scores of counties and a hundred villages and cities have departed Missouri's young men to volunteer for officer's service at the Fort Riley training school. Boy scouts in town and city have done their bit by planting vacant lots to increase the supply of potatoes, corn and vegetables. Municipal gardens on donated land have been tilled in answer to the call of country. A State-wide Council of Defense under the chairmanship of Mr. F. B. Mumford, Dean of the College of Agriculture, is directing the Missouri food campaign in reaching every township. All voluntary, and significant of the attitude and the energy of Missouri in this struggle.

The *New York Times*, of May 21, 1917, has this editorial which is indicative of the purpose of Missourians in the places removed from the heralds of crowds and cities:

A LITTLE TRIP TO MISSOURI.

Leave the heaven-bussing towers of Manhattan far behind. Come and take a peep at a bit of country not quite so thickly settled. Good American country, Chilhowee, Johnson county, Western Missouri. Lafayette is north of Johnson, Henry is south, Jackson and Cass are west. They are worthy of their names. The farmers of Henry and Johnson have raised a hundred foot flagpole and a mighty flag "to show the world that 'Chilhowee' unreservedly indorses President Wilson's politics in the present crisis."

These farmers are not content with raising flags. They are bound to raise all the food they can, to help feed the non-German

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world. The Chilhowee Blade, Don Wimmer's paper, takes us to a rally in the high school of the farmers of Consolidated School District No. 2. A telegram is sent to Mr. Wilson. "Nothing but the solid support of the country behind President Wilson's draft measure will protect the country." These resolutions are passed unanimously:

Whereas, The time has arrived when the farmers of the United States must choose between supplying the Allies with food so they can keep an efficient army in the field and keep the war in Europe, or allow the Allies to starve and we ourselves take over the brunt of the great world war with millions of our men in the trenches and the war transferred to American soil; therefore, be it resolved,

That we, the farmers of Consolidated District No. 2, in the County of Johnson, Missouri, do earnestly pledge our support, as individuals and as a group, to a country-wide organization which will help us to work together in producing and conserving an increased supply of food; and, be it further resolved,

That we, as individuals, pledge ourselves to give a small portion of our time in helping any of our neighbors who give their time in furthering the proposed county organization, so that they may take up this public service, knowing that their work at home will not suffer.

Patriotic, helpful, ready to co-operate, understanding just what is the best service they can do for the Allies and the United States, these Missouri farmers are good to hear. In Consolidated School District, No. 2, we see, and are grateful for having the chance to see, one of hundreds of thousands of American communities whose patriotism is not mere froth of speech, but fruitful hard work. Johnson County, Missouri, is an exemplar and a spur.

Missouri is showing them, and not asking to be shown anything more than that the country is at war and expects every man to do his duty. Johnson county is typical of Missouri. The Missourians who raised the flag and the pole at Chilhowee and uttered the words which have penetrated editorial walls in New York, are typical Missourians.

In the face of these facts, it is difficult to understand the motive for these statements selected from an article on "God Pity Poor Old Missouri" by Edward G. Lowry, which appeared on the first pages of Collier's Weekly on April 28, 1917—a magazine with a nation wide circulation:

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"It is certainly true that Missouri does not regard the Great War as an experience in idealism."

"Missouri is an outlying province of Boeotia."

"Sentiment, emotion, public feeling in Missouri is short-fibered."

"There is a double standard of morality in the State, a low one for politics and a higher one that applies to business and private relations between man and man."

"Missouri shares with her neighbors the lack of informed opinion on foreign affairs."

It was therefore with some relief to Missourians that this magazine in its issue of May 5, 1917, made it clear that the German-Americans in Missouri would be loyal to this country. To question the loyalty of these people, from whom sprung such patriots as Carl Schurz, Joseph Pulitzer, Franz Sigel, Henry Boernstein, Emil. Preetorious, Peter J. Osterhaus, and others who were willing to give all to have the Union endure, had hardly occurred to the Middle West. In the East, the supposed stronghold and exclusive fortress of patriotism, such questions may be pertinent, but why include Missouri and the West? A state of high record in its part played in the Nation's wars, a state where the German-Americans not one in five have seen the "Fatherland," a state whose citizens are native born nine out of ten, a state to whom should be given the proud title "The Founder of States"—such is the State of Missouri.

Missouri has no record of her militia refusing to fight outside the State's boundaries.

Missouri has no record of her people opposing national territorial expansion through fear of their own state's depopulation.

Missouri has no record of her State government repudiating the commonwealth's just debts and obligations.

Missouri has no record of National pork-barrel river harbors, naval stations and creek dredging.

Missouri has no record of drafted men in battle.

Missouri has no record of a Shay's rebellion, a Whiskey Rebellion, or a Patterson Strike.

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Missouri has no record of her militia firing into crowds of strikers or strike-breakers, altho 110,412 Missourians wear the "Union" label.

Missouri has no record of "wild cat" banks legalized by state laws in her ninety-seven years' history as a commonwealth.

Missouri has no record of seeking to suspicion the loyalty and patriotism of any American state or any people of foreign descent who live in these United States as American citizens.

Missouri has record, however, of acts and achievements of which she is justly proud. Some have called her the "Show Me" State; Governor Frederick D. Gardner changed the "Me" to "You."

At the request of Mr. Charles F. Hatfield, Secretary of the St. Louis Conventions and Publicity Bureau, an article on "Missouri, The Show You State," was compiled by the author and was inserted by Hon. L. C. Dyer, in the *Congressional Record* on April 16, 1917, from which these extracts are taken, together with additions:

"Missouri has been the "Show You" State since her birth, a hundred years past. Independence characterized her first official act. Refused admission to the Union, she became a State with duly elected government officials a year before a new star was added to the Nation's flag.

"Politically, Missouri has been the "show you" State, with a galaxy of statesmen unsurpassed by any commonwealth. Her sons are legion, led by such captains as Thomas Hart Benton, Frank P. Blair, Jr., Richard P. Bland, Carl Schurz, and George C. Vest. She furnished the first cabinet official from west of the Mississippi—Edward Bates—and later the first United States Secretary of Agriculture—Norman J. Colman. Alone among states, Missouri reared a statesman who received from his colleagues the high title "The Model Senator"—Dr. Lewis F. Linn, who, while serving Missouri in Congress was also called the "Iowa Senator" and the "Father of Oregon."

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"The spirit of the pioneer has given to the "Show You" State a rank pre-eminent. Virginia is "the Mother of Presidents," Kentucky "the Mother of Governors," and Missouri "the Founder of States." Under the Austins, of Potosi, Missouri, Missourians fought for Texas independence and later made homes in the "Lone Star" State by the tens of thousands. Settlers of the coast from Puget Sound to San Diego Harbor, Missourians first opened the inland gates of the Pacific to the flow of American immigration. Under Doniphan and his "One Thousand Missourians" they added the Southwest to the Nation's domain and later sent the "left wing" of their beloved General "Pap" Price's army to found Montana and Idaho. They gave Wisconsin, New Mexico, Colorado and California their first governors; Arizona her last; and Idaho, Utah and the Philippine Islands their present. Builders of the Nation and founders of states have Missourians ever been. Settlers on Missouri soil and later Missouri's Territorial governors were the two famed leaders of the greatest exploring expedition in our annals—Meriwether Lewis and William Clark. The discoverer of Yellowstone Park was a native of the "Show You" State—John Colter—and the father of the Santa Fe Trade and Trail another—William Becknell. The famous expeditions of Pike in 1805 and 1806, of Long in 1819 and 1822, each started from St. Louis, where were engaged their guards, hunters and interpreters. In 1842 Fremont, through the agency of Missouri's great senator, Thomas H. Benton, commenced the exploration of the West from Kansas City, which rendered him famous and the country an open book. Commencing in 1808, the Missouri Fur Trade Company of St. Louis explored the country from the Arkansas to the Yellowstone, and brought before the Nation such men of enterprise as Robert Campbell, Pierre Chouteau, Sarpey, Fitzpatrick, Lisa, and others. Jim Bridger, Jo Walker, Kit Carson, William Gilpin, Jesse Applegate, and a host of scouts and pathfinders were all Missourians. The Bonneville expedition of 1832 to 1835, which explored Wyoming, Idaho, Utah and Oregon, was composed of Missourians.

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"In war, as in peace, the "show you" State has more than played her part. In Indian combats for decades she defended her borders without help from others. She sent her sons under Gentry to subdue the Seminoles in Florida, under Dodge to conquer Black Hawk in Illinois and Wisconsin, and under Nathan Boone and others to struggle with the hordes of western tribes for half a century. She furnished the "Xenophan of the Mexican War," Col. Alexander W. Doniphan, who triumphed in New Mexico, Durango, and Chihauhau in '46 and '47, and seven decades later gave a Pershing to the Nation to repeat and enlarge these exploits. The man who was first to plant the American flag on Cuban soil during our war with Spain was a Missourian—Arthur Lee Willard, of Kirksville. Alone among states she sent 109,000 strong to wear the blue and 50,000 to don the gray.

"The wonder of the "Show You" State is that she could give so much and still be great. Sending her sons and daughters to found States or still strife, Missouri retained on her fertile soil the seed of greater harvests. For literature the world's greatest humorist was sprung from her, and as companions to Mark Twain she bore a Eugene Field and Winston Churchill. For art a Bingham was produced. For journalism she adopted or reared a Nelson, Knapp, Pulitzer, King, and Williams. For science she gave to the world the astronomer, See, and the civil engineer, Eads.

"A people wonderful in deeds are the citizens of the "show you" State. Native born, nine out of ten, they are true types of the real American when given a chance. That chance was the natural resources of Missouri, covering 69,000 square miles of fertile soil. Ranking seventh in population in 1910, the "show you" State had three and one-half million persons to till her soil; gather her berry, apple, and melon crops unsurpassed; mine her coal, lead, zinc, iron, nickel, cobalt, barytes, and stone; cut her millions of feet of hard and soft timber; make her factories productive; trap her game; and enjoy her mild climate and Ozark scenery. Cities she has of wealth and size; one, St. Louis, the fourth in the Nation; another, Kansas City, the second railroad center

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and live-stock market in the world; financial centers, both, each with a United States Reserve Bank, the only instance in the Nation of two such institutions in one State, and the former with a United States Farm-Loan Bank. Still not an urban Commonwealth is the "show you" State, for only 38 per cent of her population live in towns of 5,000 and over; a land of homes, churches, and schools; of native Americans blessed in fertile acres and running waters; of mountains, woodlands, prairie, and bottoms; of cities and country—such is the "show you" State, "Imperial Missouri," whose official motto, true to precept and practice, has been and is "Let the welfare of the people be the supreme law."

Missouri has never been a fruitful field for the war demogogue. She knows too well the horrors of conflict. From 1861 to 1865, were fought on Missouri soil 1,162 battles, engagements and skirmishes—11 per cent of the total combats of the Civil War and more than occurred in any state excepting Virginia and Tennessee. She knows the toll of war in men and money. From '61 to '65 of every eight men of the 109,000 she sent into the Union army, only seven returned—her proportionate loss in the Southern battalions was probably greater. But her memory of war has never made her fear war when it came. Failure has always met the militarist junker in Missouri in peaceful times—the State cannot be stampeded—but the brand of treason is stamped on the brow of the pacifist who preaches peace in Missouri when men's lives are needed to defend country and ideals. No state was more divided in sentiment on the great national issue than was Missouri in 1860. She ranked eleventh in her slave population. Still the records show that Missouri shared with New York first rank in furnishing the largest number of cavalry regiments in the Union cause (32); they show that Missouri took first rank in the number of infantry regiments (266), infantry battalions (40) and infantry companies (25); and that she also took first rank in the total number of military organizations in service (447). She ranked only eight in population in 1860, but in the

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regular Union army alone she ranked seventh, had in service at her own expense tens of thousands of Union men in her State and Enrolled Militia, and also maintained the large quota of from 40,000 to 50,000 men in the Southern field.

"The people of the Middle West are going about their preparations for this war in a characteristic way and evidently realize the great burdens and responsibilities that will follow our participation in it," said Ray Stannard Baker, the noted magazine writer, on reaching Kansas City, May 28, 1917. "While there has been more flag flying along the New England coast and a demand for actual hostilities, the response in men to the call has not been up to that of the West. I find here that individuals in all walks of life are seriously considering the future and are ready to meet the demands which must follow our entrance into the conflict. Without any outward show of feverishness the Middle West is ready to do her share."

To Missourians war is not a plaything, volunteering is not a passing fancy, and service means more than banners, bands and oratory. They take war seriously, something that forces them to ask guidance of their God. When conviction at last forms, when they accept as just and necessary the cause of the conflict, there remains no question of self to consider. To give all for country is to Missourians—Duty.

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MISSOURIANS ABROAD.

No. 2—George Wylie Paul Hunt.

By Ivan H. Epperson.

Significant of the part Missourians have had in the development of the Southwest is the fact that Oklahoma, New Mexico and Arizona, the three newest commonwealths, each drew upon Missouri for their first state officials. Even before the days of statehood a Missourian, Abraham J. Seay, served the territory of Oklahoma as a member of the first supreme court and later as the second territorial governor. In 1907, with the advent of statehood, it was a Randolph county lad, Bird S. McGuire, who having already spent five years as a member of Congress from the territory, became one of the first five congressmen from the new state. Moreover, another Missourian, Scott Ferris, now occupies a seat in Congress from the fifth Oklahoma district. To New Mexico, Missouri gave as one of her first territorial governors, William T. Thornton; as her first United States Senator, Thomas B. Catron; and to Arizona, George W. P. Hunt, her first governor.

Typical of these men Missouri has been sending out to the newer states of the Southwest is George Wylie Paul Hunt, the retiring governor of Arizona. Since the day in 1881 when, as a lad of twenty-one fresh from a Randolph county farm, he "punched a burro" into the little mining town of Globe, Hunt has been a dominant factor in Arizona affairs.

He has been a perpetual disturber of the conservative in politics while his romantic and phenomenal career has been at once the joy of the newspaper reporter and the despair of the politician. By all outward appearances Hunt was cut out for a successful business man. He has a natural aptitude for business organization and for the accumulation of money. Although timid, reflective, eccentric, idealistic—precisely the type of man one would never expect to find in politics—Hunt broke into the political arena in 1892 by way

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GEO. W. P. HUNT, former Governor of Arizona.

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of a seat in the Territorial Legislature. Heckled by the press, politically unpopular, he throve upon calumny, baffled his enemies, defied the politicians and was repeatedly elected to office.

Prior to his debut in Arizona politics Hunt was a waiter in the dingy little restaurant of James H. Pascoe in the still more dingy mining town of Globe. This, his first job in Globe, kept Hunt from four in the morning till eight at night, paid him $50 a month and left him at the end of two years with a saving of $1,000 and a multitude of friends. As a waiter he was accounted rather queer. He cared nothing at all for bars, chips and roulette wheels—the essential elements of Arizona civilization twenty-five years ago. Hunt's tastes were rather in the direction of poetry and history, and he spent his spare time in reading the Iliad in translation or in the study of Greek and Roman history.

Laying aside the apron Hunt soon took up the pick and shovel under the employment of the Old Dominion Mining Company. A little later he exchanged these for a saddle and rode the range along Rye Creek in northern Gila county where he, in partnership with Walter H. Fisher, of Howard county, Missouri, had located a cattle ranch. The enterprise was not a success and in 1890 Hunt laid aside the reata for the reins of a delivery wagon operated in Globe by the mercantile establishment of A. Bailey & Co. The close of ten years found Hunt head of the company, which had now been merged into the Old Dominion Commercial Company, and also president of the Old Dominion Bank which he had been instrumental in organizing.

The record of the Hunt family in Missouri goes back to the year 1823 when Daniel Hunt and his brother, Nathan, emigrated from North Carolina and became the earliest settlers in what is now Randolph county. A town was laid off on a part of the land belonging to Daniel Hunt in 1829, was called Huntsville, and became the county seat of the newly organized county.

Here Governor Hunt's father, George Washington Hunt, was born in 1828 and Governor Hunt, himself, November 1,

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1859. His mother, Sarah Elizabeth Yates, was a woman of fine literary taste and of a distinguished family. Her father, Judge John Marshall Yates, was a cousin of John Marshall of Virginia, former Chief Justice of the United States Supreme Court; an uncle of Governor Yates, the war governor of Illinois; and a first cousin of Richard M. Johnson, vice-president of the United States during the administration of Andrew Jackson.

The flames of Civil war which swept so fiercely over the border states brought in its wake financial ruin and the estates of the Hunts, like those of many another Southern family, were carried away during the years of war and depredation. Soon after the close of the struggle Hunt's parents moved to a farm near Darksville, a hamlet ten miles north of Huntsville, where the future governor was reared and in the intervals between farm tasks attended the district school four months in winter and the subscription school three months in summer. He was extremely fortunate in his teachers, among whom were Prof. U. S. Hall, late president of Pritchett College at Glasgow; Lon Hayner, now a prominent farmer of Macon county; and James R. Lowell, former editor of the Moberly *Democrat*—all of whom were extremely capable men for that period.

By his teachers Governor Hunt is recalled as a capable, ambitious lad and a good student. Mr. Hayner remembers him as "a quiet, studious little fellow, not very fond of athletics, but more inclined to books and papers; an ideal student, but a little disposed to be too serious."

Mrs. Annie R. Clifton of near Jacksonville, Missouri, who was one of Governor Hunt's schoolmates during these years in Missouri, recalls that young Hunt was one of the best in his classes. "He was a small, delicate child," she remembers, "a studious boy, as he grew older a great lover of nature, and a constant reader." In this connection Erby Hunt, oldest brother of the governor, recalls that many times their mother found it necessary to remind George that it was past midnight and time to lay aside his books and get to bed.

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To the Missouri lad of imaginative mind the West of a generation ago made a tremendous appeal. During the late seventies the mining fever was at its height following the discovery of silver in Colorado. The lure of romance and adventure appealed to young Hunt and in 1878 at the age of eighteen, he escaped from the humdrum of farm life by running away and with one of the many wagon trains crossed the plains to Colorado. Like many other deluded men his dreams of sudden wealth were not realized and after several months of fruitless prospecting he found himself stranded, penniless and hungry.

One day early in 1879 a tramp—a tall, slender lad with clothing worn in shreds—straggled into the little mining town of Black Hawk, high up on the slopes of the Rockies and found his way to the hotel of Samuel Nichols where he applied for work and for something to eat.

It may have been because the proprietor was himself a former Missourian, or perhaps due to the intercession of the proprietor's daughter, now Mrs. J. L. Wilcox, of Columbia, Missouri, but at any rate young Hunt found employment, and in the capacity of second cook we see him beginning his career by washing dishes and peeling potatoes in the rude back kitchen of the Black Hawk hotel. Mrs. Wilcox, who was then a girl of about Hunt's own age has a vivid remembrance of his shock of curly black hair, his flashing black eyes and his light hearted temperament.

After some months in the hotel Hunt's restless spirit led him away to seek further adventures and the year 1880 found him in the Gunnison country, Colorado, still in search of the elusive fortune. From Colorado he went to Santa Fe, New Mexico, and from Santa Fe to San Marcial where he and two companions built a canoe and floated down the Rio Grande. When they arrived at Rincon the river was on a rampage and they halted long enough to start a ferry service which they continued for two months.

The river having subsided, Hunt and his companions crossed to El Paso, or Franklin as it was called in those days, and after working for a time in the hotels and boarding

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houses of Shakespeare, New Mexico, they began, July 4, 1881, their journey with a pack train bound for the White Mountains of Arizona in search of placer claims. This journey brought Hunt very near the scene of his future activities, but it was late in 1881 that he with one of his companions returning from the White Mountains drove their burros into the town of Globe.

When Hunt first entered politics in Arizona, eleven years later, he found the State Legislature under the domination of two powerful railroad corporations—the Santa Fe and Southern Pacific—and these two were joined shortly after by two others—the mining interests of the United Verde Copper Company in the north and the Copper Queen Mining Company in the south. These corporations were not long in recognizing in the new member from Gila county an uncompromising enemy. The gulf between them was clearly expressed in Hunt's political motto: "Humanity above the dollar;" it was further widened by his persistent championship of personal as opposed to property rights. It was easy to see that the ideals of the young legislator from Globe did not fit in with their theories of government, and these four giants accordingly planted themselves squarely across his path.

As his second term drew to a close in 1896 Hunt felt discouraged. He saw clearly that while he was able to beat the corporations in a contest before the voters, they were able to tie him hand and foot in the committee rooms and legislative chambers. It was only the insistence of the voters that prevented Hunt from retiring from politics for good at this time. Having declined the nomination for a third term in the lower house he arranged for a trip to Europe, but found upon his return that his friends had already nominated and elected him to a seat in the upper house.

At the close of his term he retired for four years, but his constituency still refused to be satisfied. In 1904 he was returned to the Territorial Council where he was chosen president and in 1908 he was again re-elected while absent from the state.

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Hunt's enemies insist that he is ungrateful. As proof they point to three separate bills which he succeeded in passing through the legislature. One raised the saloon license fee; another excluded women from saloons; and the third placed gambling under the ban. Now, in Arizona twenty-five years ago these were regarded as the three essential elements of civilization itself, and if this was true of Arizona as a whole it was particularly true of Globe. Consequently when Hunt returned from the legislature he found that some of his best friends refused to speak to him. They charged him with destroying their business and announced their intention to defeat him for re-election. Hunt expected them to do it, too, and prepared to retire to private life, but when the returns were in it was found that he had been elected with more votes than anyone else on the Democratic ticket.

Concerning this experience Hunt afterward remarked to a reporter: "You can't tell how a man is going to vote. Some of 'em don't say anything, but they are able to know right and wrong."

In 1910 Hunt felt very much as he did at the close of his second term in the Legislature. The total results of fourteen years seemed hardly worth putting upon the adding machine. The one piece of constructive legislation he had been able to force through the legislature—a bill creating a railroad commission—had fallen under the control of the railroad interests and was being used as an instrument of oppression rather than of relief. He resolved to quit politics for good this time and in the meantime arranged for another trip abroad.

A bill had just passed Congress authorizing New Mexico and Arizona to prepare for statehood and throughout the territory plans were being made for a constitutional convention to be held in Phoenix in the fall of 1910. That exacting Globe constituency coolly proceeded to name Hunt as a member of the convention. The news of his election found him in New York City on the eve of his departure for Europe and he turned back almost from the ship's side.

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When the convention met it went a step further and made Hunt the presiding officer.

With the gavel in his own hand, Hunt's hopes revived. Here was a chance to incorporate some of the progressive measures he had been trying in vain to secure by legislative enactment. The result was one of the most forward looking documents of the time. When it came to a test, however, neither political party in Arizona cared to incur the risk of alienating the support of the powerful interests by championing the new constitution, and the conservative element, represented by a number of the leading politicians, set about trying to discredit the document. Moreover, the administration in Washington announced dissatisfaction with some of its chief provisions and Hunt found himself in a dilemma. He met the situation in a characteristic way. Hitching a team of mules to a buckboard, he went on the stump to tell the people of Arizona the truth about the constitution and just why so many folks did not like it.

Now, Hunt is not an orator. He convinces by force of logic rather than by outbursts of rhetoric. He is too intensely earnest to indulge in any dramatic gestures, nor is he fond of hurling finely turned phrases at the heads of his audience. He speaks slowly, carefully, earnestly and with a fervor that carries conviction. As usual he succeeded in making the people understand and the new constitution was adopted by a vote of 2 to 1.

To secure its acceptance at Washington was quite another matter. President Taft was so firmly opposed to some of its features that after three trips to Washington Hunt was glad to agree to the elimination of the provision regarding the recall of judges, after which he went back to Arizona and saw to it that among the first acts of the new state was an amendment putting the recall of judges straight back into the constitution.

The people of the new state now gave Hunt the privilege as governor of putting into operation the constitution which he had defended so ably. As governor, Hunt saw a chance to even up the score with the four big corporations and to

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relieve the state from the high-handed domination which the people had had forced upon them. The corporations foresaw the coming crisis and decided it would be a good thing to get right with the governor at once. Accordingly one of them sent a representative to call upon the executive. Peter Clark Macfarlane tells of the interview in *Collier's:*

" 'What can we do, governor, to help make your administration a success?' beamed the visitor.

" 'You might begin by paying your share of the taxes,' suggested the governor dryly, and also shyly, for he was still a timid soul.

"That, it seemed, was the whole extent of the Governor's idea of co-operation from this concern. As the concern was one of the most notorious tax dodgers in the state, it was really a big idea, but it wasn't at all what the corporation representative had hoped for. He departed sadly."

But Governor Hunt didn't stop here. When it became his duty to select a tax commission he never even consulted the four big corporations. He selected the members of the commission himself, for he had a notion that these same corporations had been getting too much representation in the past with too little taxation. The newly appointed commission demonstrated its independence by raising the assessment to the amount of $255,000,000 and nearly the whole additional burden they placed where it belonged—on the back of the four big corporations.

This incident of the tax commission furnished the motive for one of the bitterest contests in Hunt's whole political career—a contest which centered about his prison reform policies. The interest of Governor Hunt in prison reform dates, we are told, from his first reading of the tragic story of the prison life of Jean Valjean as depicted in Victor Hugo's famous novel, "Les Miserables." Prison reform thereafter became a hobby. He read and studied it; he visited prisons in other states, and talked with celebrated penologists. He now saw an opportunity as governor to put these humanitarian ideas to a test.

The first sharp contest came in the legislature. When Hunt vetoed the bill limiting his pardoning power the legis-

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lature promptly passed the bill over his veto. The executive responded by invoking the referendum which held up the anti-pardoning law until the election of 1914.

At the same time an amendment for the abolition of capital punishment was submitted to the voters. Twelve men were in prison under sentence of death, but the governor held off the noose by reprieves from time to time until the question of capital punishment should be settled at the November election. Hunt himself was up for re-election and, moreover, the people of Arizona were tremendously interested in the prohibition amendment which was also to be voted on. The result was that, while the people saw to it that Hunt was returned and that prohibition was adopted, they failed to abolish capital punishment and allowed the governor to be stripped of his pardoning power.

Once more Hunt found himself in a dilemma. His whole nature revolted at the thought of inflicting the death penalty and, moreover, he felt that the people of the state would not favor it once the matter was brought squarely to their attention. To test the law he carried the matter to the courts by issuing a pardon. Upon receiving an adverse decision he appealed to the board of Pardons and Paroles for a reprieve and by the help of many thousands of citizens he succeeded in four out of five cases in staying the hangman's noose until after the people had had another opportunity to register their views on the subject. In the election of 1916 the voters sustained his judgment and capital punishment was abolished by a substantial majority.

But Governor Hunt's prison policies had a practical as well as a purely idealistic side. Instead of allowing the prisoners to waste their time in idleness he began to use them in road construction. The men were thus kept in better health, there was less dissatisfaction among them, and furthermore the state was provided with many miles of permanent roads at a nominal cost. The honor system was adopted in dealing with the prisoners, dungeons and solitaries were abolished, and a library, a school, a band and a prisoners association for mutual helpfulness were encouraged with the

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object of preparing the men for citizenship after their release.

Perhaps the most spectacular phase of the governor's prison reforms was in connection with the inauguration of the honor system. One day the executive telephoned to the prison at Florence and asked that a certain convict be sent to him at his office in Phoenix. The prisoner set out unattended upon a journey of some seventy miles and presented himself before the executive. This is the story as related by *Collier's:*

"Now, it appeared that the state owned a team of mules which were then at a point where the cost of shipping them to Phoenix where they were wanted would be considerable. The governor gave this convict the money for his railroad fare and expenses and told him to go and get the mules and drive them to Phoenix. Along with the money the governor gave the prisoner a little talk, explaining that he was putting him upon his honor, that he was involving himself in thus trusting the prisoner, and that upon the man's ability to rise to his opportunity depended his own future and that of a whole new prison system. The man nodded his appreciation, pledged his honor—a thing he had not been recognized before as possessing—and departed. This departure was the signal for newspaper jeers. There was a general agreement that the man would go all right—oh, yes, he would go, and he would get the mules—but thereafter? Well, thereafter the mules would comfortably assist the man to disappear. That was the theory of the cynics. But the gloomy guessers were wrong. The man brought back the mules and reported for admission to his prison cell.

"This was the beginning. The governor developed his honor system rapidly, and did some very startling things. One life prisoner was allowed a furlough to go back to Kentucky and visit his father, whose health was declining. He made a stay of sixty days and returned to prison. In another instance a prisoner of an inventive turn was permitted to go to Washington and spend some time there interceding for a patent upon one of his devices. The men who went out to work upon the roads all went upon honor.

"Occasionally the temptation of near-liberty and the wide open country proved too much, and an honor man attempted to escape. At such times the State was treated to the unusual spectacle of penitentiary convicts scouring by day and by night the desert and the mountain wilds in search of a fellow convict."

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As the election of 1916 drew near the supporters of Governor Hunt solicited him to again accept the Democratic nomination for governor. Eager to complete the work of reform which had already placed Arizona in the forefront among the progressive states, he accepted. Thomas E. Campbell, a former member of the state tax commission, was the Republican nominee.

As the campaign drew to a close both sides were confident of victory. When the returns began coming in first Hunt, then Campbell seemed to have been elected. The final count gave Campbell a majority of thirty-two. Hunt contested the election and refused to surrender the office to his opponent without an official count. While the question was being fought out in the courts Hunt locked his rival out of the capitol building. Both men expected to be inaugurated and both were actually sworn in. The streets of Phoenix were filled with the partisans of both candidates ready to take a hand should there be a conflict; feeling ran high and trouble seemed imminent, but was averted by the large force of deputy police, by the new prohibition law which made liquor inaccessible and by the good sense and restraint of the leaders. At last on January 28 the courts decided Campbell to have been legally elected and Hunt retired to his country home near Phoenix.

To Governor Hunt belongs the credit for introducing into Arizona politics an entirely new element—that of idealism. As Peter Clark Macfarlane put it: "He has not got such a lot of concern for things as they are. He cares more about things as they ought to be." Now, politics is the most dangerous place in the world to carry one's ideals, yet Hunt has emerged after twenty-five years in politics with his ideals unshattered and, moreover, he has accomplished the still more difficult feat of making his ideals work out.

Few men in American politics have had more bitter or more aggressive enemies, yet they have constituted a really important element in his life. His enemies have furnished an incentive to some of his most effective work of reform.

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Like many another man, persecution and abuse turns Governor Hunt's diffidence into defiance and his persistence into something approaching obstinacy.

As if in compensation for his enemies Governor Hunt has never felt the want of loyal and devoted friends. *Dunbar's Weekly*, the official paper of Arizona, in its issue of November 24, 1916, closed an editorial estimate of the executive with these significant words:

"Although it seems George Hunt has been defeated, the day has not come and will never come when he will lose his hold on the people. He now is, and he will continue to be until the day of his death, the virile, dominant figure in the ranks of Arizona democracy."

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HISTORICAL ARTICLES IN MISSOURI NEWSPAPERS.

March—April—May, 1917.

Andrew County. Savannah *Democrat*
Apr. 13. A bit of early history concerning J. P. Altgeld, former Savannah lawyer who later became governor of Illinois.

———— Savannah *Reporter*
May 11. Sketch of life of George W. Walrath, Mexican war veteran and former member of Minnesota Legislature.

Atchison County. Fairfax *Forum*
Mar. 9. Farming in Atchison county before the war, as recalled by Fairfax pioneers.

———— Rock Port, *Atchison County Mail*
May 11. Some recollections of life in Atchison county sixty years ago, by William A. Maxwell.
May 25. An incident connected with the naming of Rock Port in 1853 recalled by William A. Maxwell.

———— Tarkio *Avalanche*
Mar. 16. Some Missouri place names and their origin.

———— Westboro *Enterprise*
Mar. 9. Sketch of the life of Thomas Seller, Atchison county's oldest citizen.

Audrain County. Mexico *Intelligencer* (Weekly)
May 31. Some pioneer experiences of Mrs. A. M. Wilkerson, whose father founded the town of Santa Fe in Monroe county

———— Mexico *Ledger*
Mar. 15. Some experiences of sixty years as a Missouri physician, recalled by Dr. R. W. Bourn, who practiced in Mexico during the Civil War.

———— Mexico, *Missouri Message*
Mar. 8. First telephone in Audrain county.
Autobiography of Rev. W. H. Hook, pioneer Missouri minister—first of a series of reminiscences of conditions and events in Missouri since 1864. See later issues.

———— Vandalia *Leader*
Mar. 23. Recollections of the Palmyra massacre—a tragedy of the Civil War, by George Lake.

Barry County. Cassville *Republican*
May 24. A bit of Lawrence county newspaper history.

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———— Monett *Times*

May 18. Some history of the Monett schools.

Bates County. Butler, *Bates County Democrat*

Apr. 19. Some experiences of a Missourian in the sixties, related by Andrew Shane, plainsman and Indian fighter. See also issue of April 26.

———— Rich Hill *Mining Review*

May 31. Early days in Rich Hill recalled by N. R. Powell.

Boone County. Centralia *Fireside Guard*

Mar. 19. Some incidents of the siege of Vicksburg recalled by a member of the Missouri brigade under Col. Francis M. Cockrell.

Apr. 20. Some reminiscences, by Mrs. Lola Hays.

May 4. Recollections of early school days in Centralia. See also issue of May 11.

Benton County. Warsaw *Times*

Apr. 12. Sketch of the life of Capt. N. B. Petts, Union veteran and former county official.

Boone County. Columbia *Daily Missourian*

Mar. 5. Some history of Bethel Baptist church, established 1817, the first church in Boone county.

Mar. 11. Recollections of student life at the University of Missouri in 1867, by Judge R. T. Railey.

Apr. 1. When Academic Hall was burned.

Apr. 8. The University of Missouri campus as it appeared in 1874.

———— ———— *Daily Tribune*

Mar. 10. Biographical sketch of Prof. Charles M. Strong, founder of Columbia *Tribune*, now exchange professor from University of Washington to Chili.

Apr. 9. Last draft of Boone county soldiers—April 10, 1865, with a list of the 240 names drawn.

———— Sturgeon *Leader*

Apr. 5. Sketch of the life of George W. Batterton, former Missouri legislator.

Buchanan County. St. Joseph *Gazette*

Mar. 11. When the first Missouri River bridge was built at St. Joseph in 1873.

Albert L. Bartlett, St. Joseph business man, who is probably the only survivor of the first Kansas Legislature where he served as a page.

Mar. 18. Some history of Christian Brothers College, St. Joseph, during its fifty-eight years of existence.

Mar. 22. Historical sketch of St. Joseph First Baptist church, upon seventy-second anniversary. See also issue of March 23.

Apr. 15. Some experiences of Commodore J. W. Orchard, a Missourian who took part in the battle of Santiago.

Some St. Joseph hotel history as recalled by J. M. Drew.

———— ———— *News-Press*

Mar. 21. Historical sketch of St. Joseph First Baptist church, organized March 22, 1845.

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Mar. 30. Some experiences of fifty-five years in the ministry, as recalled by Rev. M. M. Goode.
Apr. 6. Historical sketch of Hyde Park Methodist church, St. Joseph.
Apr. 17. Sketch of the life of Benjamin F. Stuart, Buchanan county fruit grower and member of the Missouri Legislature.
May 31. Some reminiscences of the Fowler family, among St. Joseph's pioneers.

———— ———— *Observer*
Apr. 7. Some facts concerning Gen. Jo Shelby during his residence in Missouri.

Butler County. Poplar Bluff *Citizen-Democrat*
Apr. 19. Sketch of the life of Daniel Shipman, pioneer Missouri minister and first white child born on the site of Poplar Bluff.

———— ———— *Republican*
Apr. 26. The New Madrid earthquake of 1811.

Caldwell County. Cowgill *Chief*
Mar. 9. Sketch of the life of James E. McNair, grandnephew of Missouri's first governor, and former member of the Kansas Legislature.

———— Hamilton, *Farmer's Advocate*
Mar. 1. Hamilton in 1870. Some history as revealed by a copy of the Hamilton *News* published forty-seven years ago.
May 24. Recollections of a boyhood in Hamilton during the early seventies by Hollis W. Field.
When Hamilton contained only a country store. Some recollections by James M. Kemper, who clerked in first store.

———— ———— *Hamiltonian*
Apr. 5. A half century of Caldwell county political history recalled by John P. Henkins.

Callaway County. Fulton *Gazette* (Weekly)
Mar. 8. Some history of Miller's Creek church, oldest Methodist church in Callaway county.
Mar. 15. "Weighing" merchandise before the day of scales. Some early day business customs in Fulton.
Apr. 19. Some approaching Callaway county centennials.

———— ———— *Telegraph*
Mar. 2. Recollections of boyhood days in Fulton before the war, by Wallace Williams.
Mar. 9. When Captain McIntyre's company left Fulton in 1861 to join the army of Gen. Price, by Wallace Williams.
Mar. 16. Early days in Fulton, by Wallace Williams. See also issues of Mar. 23; Apr. 6, 20, 27.
Mar. 23. Fulton in the fifties and sixties as revealed by old business ledgers.

———— Mokane *Missourian*
Mar. 30. Some personal recollections of Jesse James, by R. T. Maddox.

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Apr. 6. The battle of Cote Sans Dessien—some historical facts concerning a famous Indian fight in Callaway county about the years 1819 to 1822.

Cape Girardeau County. Cape Girardeau *Republican* (Weekly)

Mar. 2. Sketch of the life of Rev. J. Freidrick Stroffregen, Cape Girardeau pastor during Civil War.

May 4. Campaigning in Missouri, with some recollections of the battle of Cape Girardeau, by C. A. Pettibone.

———— Jackson *Cash Book*

Mar. 8. Recollections of some of the early settlers in Cape Girardeau county.

Mar. 22. Early days of Jackson Methodism.

Carroll County. Carrollton *Democrat*

Mar. 30. Sketch of the life of Capt. Isaac C. Cruzen, Confederate veteran and former Carroll county official.

———— ———— *Republican-Record*

Mar. 29. Historical sketch of the Carrollton *Republican-Record* upon its fiftieth anniversary.

———— DeWitt, *Carroll Farmer's Herald*

May 24. History of church bell recalls sinking of the river packet Mary McDonald near Malta Bend in 1875.

Cass County. Drexel, *Star*

May 31. Churches and religious services sixty-five years ago, by J. B. Wilson.

———— Harrisonville, *Cass County Democrat*

Mar. 1. How the proceedings of a secret convention, which had for its aim the removal of the county seat to Pleasant Hill, got into the newspapers, by Frank H. Brooks.

Mar. 8. Recollections of a strange romance and a wedding in Cass county in the seventies, by Frank H. Brooks.

Mar. 15. The pathetic story of Willie Garrison, one of the early day compositors in the *Herald* office.

Mar. 22. A sequence of the strange romances of the seventies.

Mar. 29. In Harrisonville's hall of fame—Some suggestions for a city memorial.

Apr. 12. Missouri bygones—some early day recollections of Independence, by Frank H. Brooks. See also issue of April 19.

Apr. 26. When Lexington was the center of Missouri's aristocracy. See issue of May 3.

May 3. Harrisonville in the forties and fifties, by Aaron Smith.

May 10. St. Louis as it appeared in 1851.

May 17. Boyhood on the St. Louis levee.

May 24. Glasgow and some of its famous steamboat captains.

May 31. The first Cass county court in 1835 and other pioneer records. Three Glasgow school teachers of the fifties.

———— ———— *Cass County Leader*

Apr. 19. Historical sketch of Harrisonville Christian church, by H. James Crockett.

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———— ———— *Cass County News*
Mar. 15. Sketch of the life of Robert L. Foster, one of Harrisonville's pioneer merchants.

Charlton County. Brunswick, *Brunswicker*
Mar. 9. The old Brunswick city hall—recollections of fifty years, by Louis Benecke.
Apr. 13. Recollections of an old time county fair and horse racing in Missouri, by Louis Benecke.

Christian County. Ozark, *Christian County Republican*
Mar. 23. Sketch of the life of Capt. Edwin H. Pound, Union veteran, Christian county lawyer and former classmate of President Garfield.

Clark County. Kahoka, *Clark County Courier*
Mar. 23. Recollections of fifty years of merchandising in Kahoka.
Apr. 27. Historical sketch of the Alexandria *Commercial*, just established May 10, 1849.
Some Clark county history recallled by J. A. Jenkins.

———— ———— *Gazette-Herald*
Mar. 2. Clark county in the early days—the old town of St. Francisville. One of a series of historical sketches, by John Gilhousen.
Mar. 9. The battle of Athens.
Mar. 16. Some history of Athens with recollections of a trip up the Des Moines river in 1843.
Mar. 23. An old Alexandria newspaper and the history it recalls.
Mar. 30. The old town of Luray, laid out in 1837.
May 18. Memories of school days in Flint Ridge district.

Cooper County. Bunceton, *Eagle*
May 11. Some history of Concord Baptist church at the close of one hundred years of existence.

Daviess County. Gallatin, *Democrat*
Apr. 12. Wanderer's edition with reminiscences of early days in Daviess county.

Dunklin County. Kennett, *Dunklin Democrat*
Apr. 6. Early days in Dunklin county recalled by J. M. Douglass.

Franklin County. Washington, *Franklin County Observer*
Apr. 6. Biographical notations concerning persons living in Washington in 1860, by Herman G. Kiel.
May 4. Names of 155 soldiers buried in Washington cemeteries.

Gasconade County. Hermann, *Advertiser-Courier*
May 2. Historical sketch of Hermann Savings Bank upon its fiftieth anniversary.

Gentry County. Albany, *Capital*
May 2. Sketch of the life of Charles G. Comstock, Civil War veteran, banker, newspaper man and former Gentry county official.

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May 10. Sketch of the life of Judge Charles H. S. Goodman, Gentry county jurist and former editor of Albany *Ledger*.

Greene County. Springfield, *Leader*

Mar. 12. Some Civil War experiences of Mrs. E. J. Robberson, Springfield pioneer.

Mar. 17. Sketch of the life of Lieut. James C. Gardner, Confederate veteran.

Mar. 18. When the "Regulators," Greene County's Ku Klux Klan, took into their hands the enforcement of the law in the days following the Civil War.

Mar. 29. Recollections of the first and only legal execution in Greene county, 1854.

Apr. 1. Springfield as it was fifty years ago, as recalled by Judge O. H. Travers.

Apr. 12. The career of Col. P. P. Dobozy, of West Plains, a Hungarian exile who fought in the revolt under Louis Kossuth; under Garibaldi in the war for Italian independence; and in the Union army during the American Civil War.

Apr. 25. Sketch of the life of the Rev. Dr. T. H. Hagerty, pioneer Missouri minister, said to be the oldest minister of the Methodist Episcopal church in the world.

May 4. Fifty-one years as a newspaper man. Some recollections of A. J. Fleming, Springfield editor and former United States consul.

———— ———— *Republican*

Mar. 23. Historical sketch of the old Price mansion in Ozark county and some incidents of South Missouri before the war.

May 6. Some experiences of Col. W. O. Coleman, Civil War veteran, who began his military career as a boy of ten with the American army in Mexico.

May 13. Some early Missouri history as revealed by collection of old letters.

Grundy County. Trenton, *Republican and Tribune*

Apr. 26. Sketch of the life of M. G. Kennedy, Grundy county attorney and for thirty years editor of the *Grundy County Times* at Trenton.

Harrison County. Bethany, *Clipper*

Apr. 5. Old Home edition.

Hickory County. Hermitage, *Index*

Mar. 15. Sketch of the life of Charles Kroff, Federal veteran and pioneer Missouri lawyer.

Holt County. Mound City, *News-Jeffersonian*

May 25. Some incidents of fifty years in Holt county as recalled by Jacob Book.

———— Oregon, *Holt County Sentinel*

Mar. 30. Some Craig history as revealed by a copy of Craig *Weekly Gazette*, published in 1881.

Apr. 13. Recollections of a battle with highwaymen in Holt county in 1887.

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Apr. 20. Some events in the life of Mrs. Jane Glenn, recalled upon the occasion of her one-hundredth birthday.
May 18. Historical sketch of Forest City Masonic lodge, organized July 8, 1860.

Howard County. Fayette, *Advertiser*
Mar. 14. Sketch of the life of Rev. Fielding Marvin, pioneer Missouri minister and son of the late Bishop E. M. Marvin.

Howell County. West Plains, *Howell County Gazette*
Mar. 29. Sketch of the life of Marion B. Peters, former Howell county official and member of the legislature.
May 24. Sketch of the life of James Hall, South Missouri pioneer.

Jackson County. Independence, *Jackson Examiner*
May 18. Lead and zinc mining in Morgan county forty years ago.
May 25. Sketch of the life of George H. Noel, former Missouri legislator and Jackson county official.

——————— Kansas City, *Catholic Register*
Mar. 29. A war-time reminiscence of St. Louis, by Mrs. Blake L. Woodson.
Apr. 5. When the Redemptionist church was a postoffice—recollections of Kansas City of the seventies.

——————— ——————— *Journal*
Mar. 20. Sketch of the life of Col. William C. Hunter, former Missouri newspaper man and author.

——————— ——————— *Post*
Apr. 15. Reminiscences of Kansas City in 1847. From paper read before Missouri Valley Historical Society, by Mrs. Amanda Wheeler.
May 15. Sketch of the life of Judge Henry N. Ess, Kansas City jurist and former M. U. professor.
May 18. Some incidents in the life of Eleanor Franklin Egan, literary woman and war correspondent in Russo-Japanese war, who began as a Kansas City stenographer.

——————— ——————— *Star*
Mar. 18. Sketch of the life of Col. W. C. Hunter, former Missourian newspaper writer and author.
Mar. 25. Some recollections of Col. Charles W. Coombs of California, Missouri, who has been an employe in the National House of Representatives forty-one years.
Why the University of Missouri calls its athletes "Tigers."
Apr. 1. How we went to war in 1898. From a newspaper account of the public demonstrations in Kansas City.
May 19. Sketch of the life of T. W. Johnston, former managing editor of Kansas City *Star*.
May 27. Some events in the life of Mr. and Mrs. Thomas N. Sickles recalled upon fiftieth wedding anniversary.
——————— Kansas City, *Times*
Mar. 21. A view of Old Westport in the days of the Santa Fe trade.
Mar. 27. Recollections of Morrison Munford, editor of the Kansas City *Times*, 1871 to 1892.

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Apr. 18. Sketch of the life of Miss Sallie R. Threlkeld, pioneer Kansas City teacher.
May 18. Historical sketch of First Presbyterian church of Kansas City, organized in 1857.
May 31. Reminiscences of early days at Central High School, recalled upon fiftieth anniversary.

———— Oak Grove, *Banner*
Apr. 6. Old ballot box recalls story of the days of the Law and Order Brotherhood in Missouri following the Civil War.

Jasper County. Carthage, *Press*
Mar. 1. A Jasper county tragedy of 1861 recalled by Judge M. G. McGregor.
Mar. 22. Lead mining in Southwest Missouri in the sixties, by M. G McGregor.
Mar. 29. Some early Carthage history as revealed by a copy of the *Jasper County Index*, published in Carthage in 1869.
Apr. 19. Sketch of the life of Wesley Ralston, Jasper county pioneer, Civil War veteran and county official.
A trip on the plains fifty years ago recalled by A. M. Payne.
Apr. 26. Recollections of the battle of Pea Ridge, by A. M. Payne, a Missourian in the Confederate army. See also issue of May 3.
May 10. The battle of Carthage, by A. M. Payne.
Some history of Carthage recalled by seventy-fifth anniversary.

———— Joplin, *News-Herald*
Mar. 4. Some personal recollections of Mark Twain as a boy, by John E. Stillwell.
Mar. 25. Sketch of the life of J. L. Briggs, former mayor of Joplin and pioneer railroad man.

Jefferson County. Hillsboro, *Jefferson County Record*
Mar. 29. Some Jefferson county history taken from old records made during Missouri's territorial days.

Johnson County. Warrensburg, *Standard-Herald*
Mar. 2. Some history of the Warrensburg *Student*, founded in 1889.

———— ———— *Star-Journal*
Mar. 16. Houts Chapel church, a Johnson county landmark, founded by circuit riders.

Knox County. Edina, *Democrat*
Mar. 1. Fifty years as a wagon manufacturer in Edina. Some history of the Miller Wagon Company.

———— ———— *Sentinel*
Mar. 15. Boyhood memories of life in Knox county, by Jasper Blines.

Laclede County. Lebanon, *Rustic*
Mar. 15. Fifty years as a school teacher in Missouri. Some events in the life of Mrs. F. M. Smith.

Lafayette County. Higginsville, *Jeffersonian*

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May 25. A tribute to Thomas W. Johnston, former editor of the Kansas City *Star*, by Lee Shippey.

———— Odessa, *Democrat*

Apr. 20. Historical sketch of the Myrtle Hotel, Odessa landmark built in 1883.

———— ———— *Missouri Ledger*

Apr. 13. The beginnings of the *Missouri Ledger*—recollections of twenty-six years.

———— Wellington, *News*

Mar. 22. An early day Wellington newspaper. Recollections of the Wellington *Creeper*, first issued in 1889 and printed a line at a time.

Lawrence County. Peirce City, *Leader*

Mar. 16. Sketch of the life of L. L. L. Allen, Missouri pioneer, founder of the first bank in Peirce City and one of the founders of Drury College. See also Joplin *News-Herald*, Mar. 9.

———— Verona, *Advocate*

May 11. Reminiscences of pioneer days in Lawrence county.

Lewis County. Canton, *News*

Apr. 12. Sketch of the life of Joseph H. Bland, Lewis county pioneer.

May 10. A review of thirty-eight years of the Canton *News*.

Lincoln County. Troy, *Free Press*

May 18. Some early history of Troy.

Linn County. Browing, *Leader-Record*

May 3. Browning business firms in 1889.

———— Brookfield, *Linn County Budget*

Mar. 17. Sketch of the life of Captain William H. Lewis, Union veteran.

———— ———— *Gazette*

Mar. 3. A Brookfield railroad project of the late sixties.

Mar. 10. Religious work in Brookfield during the late sixties.

Mar. 17. Some recollections of life in Linn county in 1865, by Mrs. Zylpha Sturtevant. See also issue of March 24.

Apr. 7. Brookfield in 1868.
Sketch of the life of William M. Botts, son of former Missouri legislator and founder of Meadville.

Apr. 14. The beginnings of Brookfield as recalled by W. D. Crandall, Sr.

Apr. 21. Brookfield business men of the early days.
How Brookfield was named.

Apr. 28. Some history of the Linneus *Missourian*, Linn county's second newspaper. See also issue of May 5.

May 12. Some of the leading citizens of Linneus fifty years ago.

May 19. An old time political campaign in Linn county. See also issue of May 26.

———— Linneus, *Bulletin*

May 17. Sketch of the life of Capt. D. C. Basey, first child born in Brunswick and noted river pilot in the early days.

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May 31. Some incidents in the life of Major General John J. Pershing as recalled by his brother. Reprinted from Seattle *Daily Times*.

Macon County. La Plata, *Home Press*
Mar. 8. Old Home Edition—some recollections of former days in La Plata.

Madison County. Fredericktown, *Democrat-News*
Mar. 22. Some history of old Fredericktown mill, built before the Civil War.

Marion County. Palmyra, *Marion County Herald*
Mar. 14. Concerning Marion county's centennial.

———— ———— *Spectator*
Mar. 7. Some history of the Palmyra Southern Methodist church, first organized in 1828.
An incident of the Civil War in Palmyra.
Mar. 14. Reminiscences of former days in Palmyra, by J. W. Ayers. See also issues of Mar. 21, 28.

Mercer County. Princeton, *Post*
Mar. 8. How Blue Mound in Vernon county came to be called "Cry Hill." A legend of Indian days in South Missouri, by Vernon Bell.
Mar. 22. When Princeton contained but five families. Recollections of Mercer county in 1839, by Dicy P. Monroe.

———— ———— *Telegraph*
Apr. 25. When the county seat was established at Princeton—some early county history.

Miller County. Eldon, *Advertiser*
Apr. 19. Sketch of the life of Capt. James Enloe, Union veteran and Missouri pioneer.

Moniteau County. California, *Democrat*
Apr. 19. Some history of the Catholic church in California.

———— ———— *Moniteau County Herald*
Apr. 26. Historical sketch of Bethel Mennonite church, Moniteau county, upon the occasion of its fiftieth anniversary.

Monroe County. Monroe City, *Democrat*
Apr. 6. Thirty years of the Monroe City *Democrat*.
Apr. 13. Historical sketches of the Monroe City churches.

———— Paris, *Mercury*
Mar. 2. Old Uncle Ned—one of a series of historical sketches of Old Paris.
Apr. 20. The gentlemen volunteers—a story of the recruiting days of 1846.

Montgomery County. Montgomery City, *Standard*
Mar. 9. The founding of the *Montgomery Standard* recalled by T. W. Parker.

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New Madrid County. Portageville, *Southeast Missourian*
Mar. 2. Kennett's first newspaper, published in 1878.

Newton County. Neosho, *Miner and Mechanic*
Mar. 23. Sketch of the life of Captain Ozias Ruark, Civil War veteran and former Newton county official.
Apr. 20. When Neosho was a manufacturing center—some recollections of the seventies.

———— ———— *Times*
Mar. 29. Recollections of the Newton county schools of yesterday, by Tyra Barlow Hudson.
Apr. 5. Old time religious services in Newton county, by Tyra Barlow Hudson. See also issue of April 12.
Apr. 19. Some old time weddings.
Sketch of the life of James H. Hughes, Neosho banker and former county official.
Apr. 26. Recollections of old time social affairs, by Tyra Barlow Hudson.
May 3. The old time country dance, by Tyra Barlow Hudson.
May 24. Lead mining in Newton county fifty years ago as recalled by Col. John Kingston.
Some old time colored folks, by Tyra Barlow Hudson.
May 31. Old time funerals in Missouri, by Tyra Barlow Hudson.

Nodaway County. Burlington Junction, *Post*
Mar. 1. Burlington Junction thirty-seven years ago as recalled by Will C. Charles, one of the first editors of the *Post*.

———— Maryville, *Democrat-Forum* (Daily)
Mar. 17. Historical sketch of the first M. E. church in Maryville, established Aug. 7, 1867.
May 17. Sketch of the life of Amos J. Croy, Union veteran, Nodaway county pioneer and father of Homer Croy, Missouri humorist.

———— ———— *Tribune*
Apr. 27. Sketch of the life of Anderson Craig, former state senator.

Oregon County. Alton, South, *Missourian-Democrat*
May 3. Sketch of the life of Andrew W. M. Andrews, Oregon county pioneer.

Osage County. Linn, *Osage County Republican*
Mar. 8. Some historic facts regarding a Civil War incident in Osage county, by Charles J. Vaughan.
Apr. 5. Recollections of Civil War incidents in Osage county, by E. Hopkins. See also issue of April 12.
May 10. Recollections of early day events in South Missouri, 1837-1865, by Jesse Moore.

———— ———— *Unterrified Democrat*
Apr. 5. Some history of the *Unterrified Democrat*.
May 3. Marriage records, 1887.
May 10. Osage marriage records, 1888.
May 17. Recollections of Linn seventy-one years ago.

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Pettis County. Sedalia, *Capital*
Mar. 16. Some early Sedalia history recalled by razing of old Newkirk mansion.
Apr. 1. Joshua A. Leach, of Sedalia, a national labor leader, who organized the national Brotherhood of Locomotive Firemen and Engineers.

Pike County. Bowling Green, *Pike County Post*
Apr. 11. Origin of the first Missouri presbytery which convened in Pike county in 1820.

———— ———— *Times*
Mar. 22. Sketch of the life of W. F. Mayhall, editor Bowling Green *Times*.

———— Louisiana, *Press-Journal*
Mar. 1. Some familiar incidents of Louisiana sixty years ago, by I. Walter Basye.
Mar. 22. Sketch of the life of Captain Ed. K. Smith, Union veteran and Pike county pioneer.
May 10. Some facts concerning the life of Henry Miller, former president of Wabash railroad and member of the commission of railway experts to Russia, who began his railroad career in Hannibal.

———— Louisiana, *Times*
Mar. 2. The churches of Louisiana forty years ago.
Mar. 6. Louisiana residences forty years ago.

Platte County. Parkville, *Platte County Gazette*
Apr. 12. Sketch of the life of W. T. Jenkins, editor Platte City *Landmark*.

———— Platte City, *Platte County Argus*
May 3. Sketch of the life of Richard L. Waller, Confederate veteran and former Platte county official.

Polk County. Bolivar, *Herald*
Mar. 29. Sketch of the life of James M. Zumwalt, pioneer, founder of Polk trading post and former Polk county official.
May 3. Sketch of the life of John W. Ross, Confederate veteran, Polk county attorney and member of the Constitutional Convention of 1875.

Ralls County. New London, *Ralls County Record*.
May 4. New London in 1860. Some history gathered from a copy of the Ralls County *Beacon*.

Ray County. Lawson, *Review*
Mar. 15. Memories of Joseph Addison Smith.
Mar. 22. Some old Missouri settlers, by Rev. Joe McAdams.
Apr. 5. From North Carolina to Missouri in 1838. From Memoirs of J. Addison Smith.
Apr. 12. Pioneer life in Missouri. From memoirs of J. Addison Smith. See also issues of April 26, May 10, 24.

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New Madrid County. Portageville, *Southeast Missouri*
Mar. 2. Kennett's first newspaper, published in

Newton County. Neosho, *Miner and Mechanic*
Mar. 23. Sketch of the life of Captain Ozias Ru
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Mar. 29. Recollections of the Newton county
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Apr. 5. Old time religious services in Newton
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May 31. Old time funerals in Missouri, by

Nodaway County. Burlington Junction, *Post*
Mar. 1. Burlington Junction thirty-seven
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———— Maryville, *Democrat-Forum* (Dail
Mar. 17. Historical sketch of the first M.
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May 17. Sketch of the life of Amos J. C
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Apr. 27. Sketch of the life of Anderson

Oregon County. Alton, South, *Missourian-D*
May 3. Sketch of the life of Andrew
pioneer.

Osage County. Linn, *Osage County Republica*
Mar. 8. Some historic facts regarding
county, by Charles J. V.
Apr. 5. Recollections of Civil War
Hopkins. See also issue
May 10. Recollections of early day
1865, by Jesse Moore.

———— ———— *Unterrified Democr*
Apr. 5. Some history of the *Unterri*
May 3. Marriage records, 1887.
May 10. Osage marriage records, 188
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See also issues of Mar. 9, 15, 23; May

county men and events. See earlier
By Dr. M. T. Chastain.

Trail road. From the American Motorist.
First Baptist church of Slater.
heater—recollections of steamboating days
ri and Mississippi.

rald
ance—how flowers now blooming in Sweet
brought over by the first French settlers in
l St. Louis, by W. L. Campbell, M. D.

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life of J. W. McNaught, Civil War veteran and
Queen City *Transcript*.

Leader-Transcript
lains in a prairie schooner in 1850. See also issues
l 13, May 4, 11, 18.

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———— Richmond, *Conservator*

Mar. 15. Recollections of Ray county fifty years ago.

May 3. Sketch of the life of Napoleon B. Pigg, Ray county pioneer and descendant of an early French trader.

May 24. Recollections of the Richmond bank robbery upon the fiftieth anniversary.

———— ———— *Missourian*

Mar. 8. Recollections of a legal execution in Ray county in 1843.

Apr. 12. Historical sketch of Tinney's Grove postoffice.

May 10. Ray county's first oil fever in 1865.

May 17. Extracts from the Nowlin-Stone genealogy.

The tragedies of Rodman Hill, near Richmond, from pioneer days to recent times.

St. Charles County. St. Charles, *Banner-News*

May 5. The old Francois Duquette monument in St. Charles, one of the oldest historical monuments in Missouri.

Some history of the first Masonic lodge in St. Charles, 1819.

St. Clair County. Osceola, *St. Clair County Democrat*

May 24. Sketch of the life of Augustus C. Appler, pioneer Hannibal newspaper man, former editor of St. Louis *Republic* and St. Clair County *Democrat*.

St. Francois County. Bonne Terre, *Register*

Mar. 23. How a church was erected in Washington county in 1851—recollections of pioneer life and customs.

Ste. Genevieve County. Ste. Genevieve, *Herald*

May 26. Sketch of the life of Thomas B. Whitledge, state senator and former candidate for congress.

St. Louis (City). *The Church Progress*

Mar. 1. Historical gleanings from the early history of the Catholic church in Missouri. Fifth of a series of articles by Rev. John Rothensteiner. See also issues of Mar. 8, 15, 22.

Mar. 29. A forgotten movement of forty years ago. First of a series of articles on early history of the Catholic church in Missouri, by Rev. John Rothensteiner.

Apr. 5. Account of first religious ceremony in State of Missouri.

Apr. 12. Explorations of De Soto and Father Marquette.

Apr. 19. Voyage of La Salle. See also issues of April 26 and May 3.

May 10. The early French villages Kaskaskia and Cahokia and their influence upon St. Louis. See also issue of May 17.

May 24. Early missionaries in Mississippi Valley, 1653 to 1790. See also issue of May 31.

———— St. Louis, *Post-Dispatch*

May 6. Some early St. Louis history.

———— St. Louis, *Globe-Democrat*

Mar. 2. Sketch of the life of Dr. Oscar Potter, pioneer St. Louis physician, former president of St. Louis College of Pharmacy and editor of medical journal.

Mar. 19. Sketch of the life of B. B. Huff, political writer.

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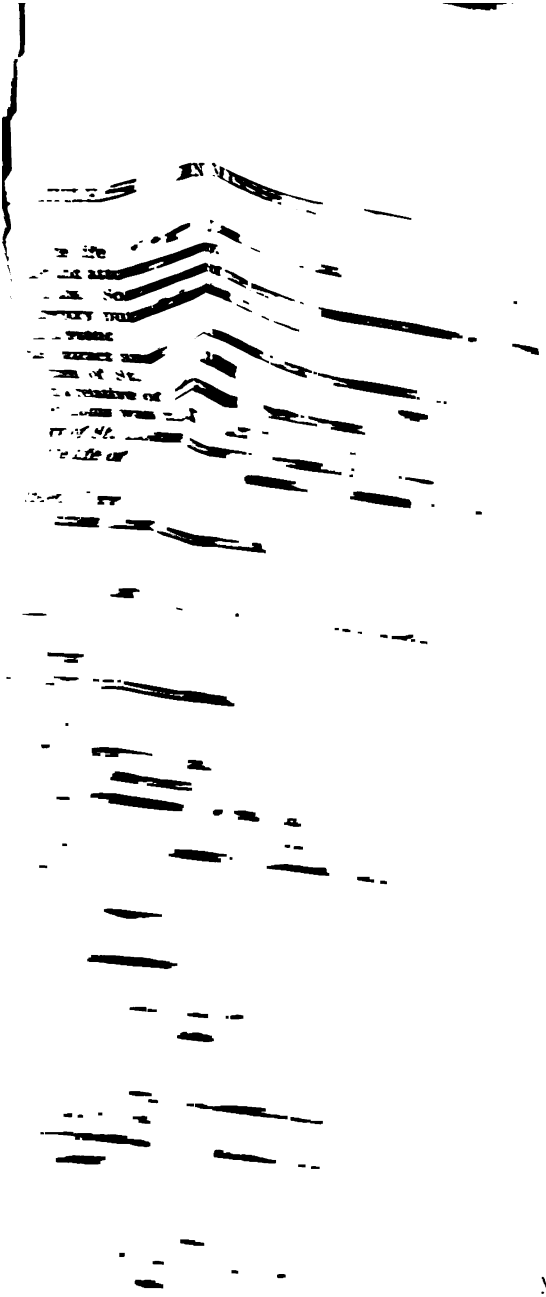

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Scott County. Benton, *Scott County Democrat*
Apr. 26. Recollections of a flag raising in Scott county in 1876, by Joe L. Moore.

———— Sikeston, *Standard*
Mar. 16. Sketch of the life of John E. Marshall, former state senator and father of state drainage laws.
Mar. 23. Sikeston Industrial Edition with sketches of business men and Scott county enterprises.

Shelby County. Shelbina, *Democrat*
Mar. 28. When Bill Anderson raided Shelbina—an incident of the Civil War in 1864.

———— ———— *Torchlight*
Mar. 16. Civil War incidents in Palmyra—events recalled by razing of historic old Methodist church. From Quincy *Journal*.

Stone County. Crane, *Chronicle*
Mar. 15. Sketch of the life of C. T. Bond, who knew the James boys intimately.
Mar. 29. Recollections of Stone county during the forties, by W. E. McDowell.

Sullivan County. Milan, *Standard*
Apr. 5. Sullivan county in 1874, by Daniel Leydecker. With other reminiscent sketches by former Sullivan county citizens.

Webster County. Marshfield, *Mail*
Apr. 12. Sketch of the life of J. C. Julian, former Webster county official and legislator.

Worth County. Grant City, *Star*
Mar. 27. Some history of famous old Isadora mill, Worth county landmark.

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HISTORICAL NEWS AND COMMENTS.

Readers of the *Review* will find much of interest and value in Dr. William G. Bek's translation of Gottfried Duden's widely known "Report." Although it appeared in no less than three German editions, enjoyed a wide circulation, and was read by thousands of educated persons in the "Fatherland," this work by Duden for nearly nine decades has remained a sealed book to the mass of English and American readers. Why no translation has been made until this late date is unique. No other author by his writings so influenced German immigration to Missouri and the Mississippi Valley as did Gottfried Duden in his "Report." Based upon observation covering a three years' residence in the State, written by an educated man in sympathy with the crowded classes in Europe, and told in a style fascinating as a novel, Duden's "Report" at once leaped into popular favor. Its delightful descriptions of Missouri—the land of promise and opportunity, in Duden's eye—started the great flow of German settlers westward which continued for decades.

The great part played by this book in the development of Missouri has long been known to those familiar with the German influence on the State. Doctor Bek, a native of Missouri and at present head of department of German in the University of North Dakota, has placed Missourians under obligations in making this book accessible to all.

GENERAL.

Boone County History Pageant:

What promises to be a profitable departure from custom is the plan of the Boone County Fair Board to set aside the first day of Fair Week in Columbia during October to the commemoration of Boone County's historic and patriotic past. The Boone County Centennial Committee, composed of N. T. Gentry, chairman, F. F. Stephens, Mrs. Rosa Ingels, Marshall Gordon and J. E. McPherson, has been given charge

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of all arrangements. The delegates-at-large of the State Centennial Committee living in Boone county will also assist. Competitive flag drill by the school children, a tent set aside as a museum for the display of local objects of antiquarian interest, public speaking of a historic and patriotic nature, and a Boone County pageant, will make up the program for the big Home Coming. The financing of all this will be done by the Fair Board, the working out of the plans by the local Centennial Committee.

Such an educational and patriotic day should be a bigger and a better one than even the Thursday and Friday races of the county fairs over the State. Such a day is as important and can be made as attractive to old and young as any other. Such a day should be calendared by every Fair Board in 1918 and each succeeding year. Each county in Missouri now has its local Centennial Committee in whose hands the direction of the work can be placed. The Boone County Historic and Patriotic Day should serve as an example to all the State.

BAPTIST CHURCH CENTENNIALS: The present year is one of peculiar significance in the religious history of Missouri, marking as it does the centennial anniversary of three of the first Baptist churches established in Central Missouri. Two of these centennial celebrations have already been held—one at Concord church, near Bunceton in Cooper county, May 10; and another at Bethel church, sixteen miles west of Columbia in Boone county, July 1.

In the wave of missionary fervor which swept over Missouri in the early part of the past century the Baptists were among the first to establish churches. That part of the state lying south of the Missouri river, however, saw the earliest activity in church building. Tywappity church, organized in 1805 in Tywappity Bottom in what is now Scott county, was the first; and Bethel church, founded the following year near the present site of Jackson, Cape Girardeau county, was the first permanent Baptist organization in Missouri.

It was not until 1810 that the religious zeal of the early

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Baptist pioneers led them across the river and resulted in the organization of a Baptist church a short distance west of Loutre Island, in what is now Montgomery county. This, according to Duncan, *History of the Baptists in Missouri* (p. 145) was the first organization of its kind north of the Missouri river. On the 8th of April 1812, Mount Pleasant church was organized in a log school house situated a short distance from Old Franklin in Howard county.

With the year 1817 came renewed activity in church building. Of the five churches in central Missouri—Mount Pleasant, Concord, Bethel, Mount Zion and Salem—which in 1818 united to form the Mount Pleasant Baptist Association, three had been organized the previous year.

Bethel church, organized June 28, 1817, comes second in order north of the river and was the first church within the confines of what is now Boone county. The church was first located on Thrall's Prairie on part of what is now the John W. Rollins homestead. Some time in the fifties, however, the Baptists withdrew to Walnut Grove, two miles south, and built a church there. From the porch of the house on the old Rollins farm where the centennial celebration was held July 1, could be seen the original site of Bethel church, now the center of a cornfield.

Among the speakers at the all day service were Hon. E. W. Stephens of Columbia; Dr. John P. Green, president of William Jewell College at Liberty; Judge David H. Harris of Fulton, descendant of one of the pioneer founders of the church, and Judge John F. Philips of Kansas City, the only living man who attended services in the old Bethel church.

In his address Judge Philips gave the following vivid description of the old church as he recalled it after the lapse of more than seventy years:

"Built of heavy, flawless ash logs, it did, indeed, stand 'four cornered to every wind that blew.' Measured by the conception of its architects it was quite capacious, but in fact it was not over twenty-four by thirty-four feet. It had

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one door and two small windows in front, one window in each end, and a two pane window back of the pulpit.

"That pulpit when the door of ingress and egress was shut, made the preacher look as if he were forted against assault from without; and it might be aptly termed a Ministerial sweat-box. The men and women were entirely separated as they sat in church, the men on one side and the women on the other side of the single aisle. . . . . It never occurred to the church committee in charge that to enable the occupants of the rear seats to see the speaker in front, the floor could be constructed on a rising scale. Instead they made the pews on an ascending scale, so that the rearmost pew was about four feet from the floor, and the occupants had to vault or climb into them like getting into the upper berth of a pullman sleeper without a step ladder."

The pastor of Bethel church during the greater part of his attendance there, known as "Father Jimmie Barnes," was recalled by Judge Philips as a man "powerful in exposition and fervid in delineation. He seldom spoke less than an hour and it seemed to me that the hotter the day the longer the sermon. The seasons have their time to change and the leaves their time to fall, but Father Barnes never changed his garb of home made blue jeans, autumn, winter, spring or summer. He wore invariably the conventional high, stiff black stock, over which timidly peeped a fringe of shirt collar.

"About one hundred yards to the northwest of the church was the camp ground. I can see the log huts, with bed quilts for partitions and straw for beds, covered with sheets and quilts. I can almost catch the aroma of roasting beef, chickens and sweet potatoes in the barbecue ditches. There was one figure about that camp ground indelibly fixed in my memory. It was 'Uncle Billie Street,' the leader of revival songs. He was a mountain of flesh, weighing, when in good singing condition, about three hundred pounds. He had a voice that out-bellowed the bulls of Bashan, and when sinners were to be called to the mourner's bench, the very air vibrated with his Olympian verberation. I do not exaggerate

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in saying that I heard him one day from a pasture three quarters of a mile away singing his favorite revival song with the refrain, 'When this world is all on fire, glory Hallelujah.' "

A little more than a month before the small group of Boone county pioneers met to plant the first church at Bethel a similar meeting was held across the river in what is now Cooper county. Concord church, the result of their labors, was organized May 10, 1817 with fourteen members.

The one hundredth anniversary of the first meeting of the founders of Concord church was commemorated May 10 by an all day service. The principal speakers were Rev. E. J. Sanderson of Fulton; Rev. C. M. Truex of Sedalia; Joe P. Jacobs, general secretary of the Missouri Baptists' General Association; and W. L. Nelson of Columbia, who related some of the early history of the church.

Concord church was organized by Elders William Thorp, Edward Turner and David McClain and was located in the settlement south of Boonville. In 1823 the church gave its name to the Concord Baptist Association. Elder Luke Williams was chosen the pastor at the second meeting of the church in June, 1817, and he continued in this capacity until his death six years later. The second pastor was Elder Kemp Scott who moved to the little settlement a year or two after the death of Elder Williams.

Among the pioneers who helped to organize the church and who constituted its first membership were: Luke Williams, Polly Williams, William Savage, Mary Savage, Delaney Bolen, Judith Williams, Absalom Huff, Susanna Savage, Joseph Baze, Lydia Turner, Charles Williams, Patsey Bolen, Sally Baze and Elizabeth Williams.

PERSONAL.

AUGUSTUS C. APPLER: Born in Carroll county, Md., Jan. 1, 1828; died in St. Louis, April 18, 1917. He was editor of the St. Louis *Republic* at the time of the assassination of President Lincoln and at various times in his life was en-

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gaged in newspaper work in Carroll county, Maryland; in Hannibal and Osceola, Mo. He was said to be the oldest newspaper publisher in America.

HON. GEORGE W. BATTERTON: Born in Boone county, Missouri, December 9, 1837; died near Sturgeon, April 2, 1917. Member of the Thirty-second General Assembly, 1883, as a representative from Audrain county.

HON. ANDERSON CRAIG: Born in Gallatin county, Ky., June 23, 1851; died in Maryville, Mo., April 26, 1917. Legislator, farmer and politician. Representative from Nodaway county 1910-1912; member of the State Senate from First Missouri district since 1912.

COL. W. T. JENKINS: Born in Platte county, April 12, 1853; died in Platte City, April 5, 1917. From 1886 to 1890 he was county collector of Platte county. Since 1890 he has been editor of the Platte City *Landmark*.

HON. T. W. JOHNSTON: Born in Youngstown, Ohio, December 1, 1862; died in Kansas City, Missouri, May 18, 1917. He began his newspaper career by writing for the Youngstown *Vindicator* and for twenty-six years after coming to Missouri in 1885 was connected with the Kansas City *Star*, the later years as managing editor. It was while in this position that he discovered the literary talent of William Allen White, then a young college graduate; and Alfred Henry Lewis, young Kansas City lawyer; and first brought them into public notice.

HON. J. C. JULIEN: Born in Webster county, Feb. 15, 1848; died at Eureka Springs, Ark., April 6, 1917. During the Civil War he was a member of Company E, 14th regiment, Missouri State Militia. From 1910 to 1912 he was a member of the Missouri legislature from Webster county.

HON. JOHN E. MARSHALL: Born in Scott county, Mo., March 21, 1855; died March 15, 1917. Farmer, banker and legislator. From 1896 to 1904 he represented the Twenty-third Missouri district in the State Senate where he was known as the father of the State drainage laws.

REV. FIELDING MARVIN: Born at La Grange, Lewis county, November 1, 1849; died at Fayette, Howard county,

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March 10, 1917. Son of Reverend (afterwards Bishop) Enoch Mather and Harriet Clark Marvin. Studied law in the office of Gov. Trusten Polk at St. Louis and at the Law School of the University of Virginia. Practiced in St. Louis from 1873 to 1880, and in Colorado until 1888 or 1889. Entered the ministry of the Methodist Episcopal Church, South, about 1889 and later held charges in eleven Missouri towns. (Excellent biographical sketch compiled by James M. Breckenridge appeared in the St. Louis *Christian Advocate*, Apr. 4, 1917.)

HON. GEORGE H. NOEL: Born near Lone Jack, Jackson county, March 7, 1853; died May 21, 1917. He represented Jackson county in the legislature from 1884 to 1888.

HON. MARION B. PETERS: Born March 5, 1851, in Callaway county, Missouri; died in West Plains, March 22, 1917. Legislator, farmer and Howell county official. From 1912 to 1914 he represented Howell county in the Missouri Legislature. He was an active worker in the organization of farmers and for a time was state organizer and lecturer for the Farmers' Educational and Co-operative Union.

HON. BEN F. STUART: Born in Buchanan county, July 3, 1860; died near Rushville, Buchanan county, April 16, 1917. For three terms, 1888 to 1894, he represented the Third Buchanan county district in the Missouri Legislature and in the election of 1916 was elected for a fourth term.

HON. THOMAS B. WHITLEDGE: Born in Pike county, Mo., June 1, 1844; died May 17, 1917. In 1910 he was sent to the Missouri Legislature as state senator from the Twenty-sixth Missouri district. In 1912 he was re-elected and again in 1914. He was also at one time the Republican candidate for Congress. His home was in St. Mary's where he was engaged in the practice of law.

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THE MISSOURI HISTORICAL REVIEW

FLOYD C. SHOEMAKER, Editor

Subscription Price $1.00 a Year

The *Missouri Historical Review* is a quarterly magazine devoted to Missouri history, genealogy and literature. It is now being sent to eleven hundred members of the Society. The subscription price is one dollar a year.

Each number of the *Review* contains several articles on Missouri and Missourians. These articles are the result of research work in Missouri history. The style of presentation is as popular as is permissible in a publication of this character.

In addition to the monographs, the *Review* contains a list of books recently published by Missourians or on Missouri, and a list of Missouri historical articles that have appeared in the newspapers of the State. The last is an aid to teachers, editors and writers, and will become even more valuable with age. This journal reviews only those books that relate to Missouri.

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All editorial and business communications should be addressed to Floyd C. Shoemaker, Secretary, The State Historical Society of Missouri, Columbia, Missouri.

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THE MISSOURI HISTORICAL REVIEW

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MISSOURI-MONTANA HIGHWAYS.

THE MISSOURI RIVER ROUTE.

H. A. TREXLER.

Missouri can well boast of being a mother-state to many of the western commonwealths. Texas and Oklahoma to the south and the states to the north as far as Montana and Idaho have received a lasting impression from Missouri pioneers. The Society of Montana Pioneers in 1899 issued a *Register* giving a list of 1808 settlers who arrived in what is now Montana previous to 1865. Of the 1,408 who gave their place of birth, 138 were born in Missouri. New York with 154, alone furnished more. In addition to these 138 many of the 167 from the other southern and border states had lived in Missouri for some time before starting for the Northwest.[1] The Federal Census of 1870 further shows that of the 18,306 white residents of Montana Territory in 1869, 1,305 were born in Missouri.[2] Doubtless many of the 1,584 natives of the other southern and border states had been Missouri citizens before taking the long journey to Montana.

Missourians were thus a great force in the actual settlement of Montana in its formative period. But in another respect Missouri figured vitally in Montana's early history. Most of the explorers, fur-traders, merchants, and miners

[1] *Register of the Society of Montana Pioneers*, James U. Sanders, Secretary, (Akron, Ohio, 1899), I, passim. Only one volume has so far been issued.

[2] *A Compendium of the Ninth Census of the United States*, Francis A. Walker, Superintendent of the Census, (Washington, 1872), pp. 378-79.

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started to the Northwest from Missouri, traveling either by the Missouri river or the Overland trail. St. Louis was the outfitting point for the Southwest, the Centralwest, and the Northwest.

Of the 1,808 pioneers mentioned above who came to Montana before 1865, 1,474 gave their line of travel. Of these, 61 came by the northern route through Canada or the Dakotas. 111 came from the Pacific coast. But by far the greater number, 1,302, reached Montana either by the Missouri river or the Overland trail.[3] The former route will be discussed in this paper.

Beginning with Lewis and Clark the early travelers used the Missouri as a highway. Starting from St. Louis they worked slowly and laboriously up stream against current, snags and sandbars till the Great Falls of the Missouri, some twenty-three hundred miles from the river's mouth, were reached. Biographies of Manuel Lisa, the Sublettes, the Chouteaus, and other traders would be histories of failures and successes on the upper Missouri. They would form an epic of great ideals and achievements realized after many reverses by these empire-building Missourians.

In the early days of Missouri river commerce various types of small boats were used. Ex-United States Senator W. A. Clark thus describes his journey down the Missouri in 1866: "These boats were crudely built flat-bottomed affairs, about 100 feet long and about 20 feet wide, with a cabin built in the center for refuge in case of bad weather or attack by Indians. The boats tied up at night . . . . We got as far as Yankton in thirty days."[4] Even after the steamboat had supplanted these hand craft they were utilized to transport passengers and freight from as far west as Helena to the Great Falls, where there was a six-mile portage, and then on to the head of navigation at Fort Benton.[5] In

[3] *Register, Society of Montana Pioneers*, I, passim. 71 of the above number came up the Missouri.

[4] *Daily Missoulian*, (Missoula, Montana), July 5, 1915.

[5] See Albert D. Richardson, *Beyond the Mississippi*, (Hartford, 1867), p. 483. There is a news item in the *Montana Post* of Sept. 8, 1866, which also states that the smaller craft were used for the above purpose.

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seasons when the water was low the steamers could not reach Fort Benton and were often forced to stop some miles east of Cow Island. In such contingencies mackinaws were used to carry passengers from the higher waters to the beleaguered steamers. The following notice appeared in Montana's first newspaper, the *Montana Post*, of August 8, 1868: "The splendid first-class, light draft steamer *Last Chance*, is now lying at Cow Island, ready for passengers, who will be taken down to her from Fort Benton in mackinaws."

The evolution of Missouri river shipping craft is a subject of great interest. As in all lines of commercial evolution, there were some ship-owners who still clung to the older types of boats while those who were progressive and had more capital invested in steamers. In addition to the canoe of the Indian, the keel-boat, the bull-boat, and the mackinaw were used by the early fur-traders. Some of these were propelled by poles, some by oars, some by sails, and occasionally these means of propulsion were used in combination. The mackinaw was the most famous of these non-steam craft. It was from 30 to 35 feet in length and from 7 to 8 feet in width, being pointed at both ends and having sails.[6]

To make the fur-trade more profitable it became necessary to ship supplies to the posts with greater safety and regularity. Upon the advice of his agents, Pierre Chouteau, Jr., in 1829, ordered the *Yellowstone* to be built in St. Louis. On April 16, 1831, this boat left that port and got as far that season as Niobrara, a considerable distance west of Sioux City. On March 26, 1832 the *Yellowstone* again started for the

[6]A contemporary, William Pitt Langford, describes the mackinaw in his *Vigilante Days and Ways*, (Chicago, 1912), pp. 499, 502. Another pioneer, Lieutenant James H. Bradley, gives a description of them in Book II, pp. 53-59 of his *Miscellaneous Manuscripts*. These MSS. comprise 6 volumes. They cover a variety of matter dealing with the fur-trade and military affairs about Ft. Benton in the early days. They are in the Montana Historical and Miscellaneous Library at Helena. For a more accessible account of pre-steam craft used on the upper Missouri see Hiram Martin Chittenden, *The American Fur Trade of the Far West*, (3 vols., N. Y., 1902), I, pp. 32-38. Granville Stuart, Montana's famous pioneer, told me that the mackinaws were fast little boats. In unfavorable weather the sails were taken in and oars used. They went down stream much faster than the current.

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upper Missouri, and finally reached Fort Union, the American Fur Company's post at the mouth of the Yellowstone, near the present Montana-North Dakota border. But the steamboat venture progressed but slowly, and it was not till 1859 that the *Chippewa* reached a point just east of Fort Benton.[8] Although faster and safer than the mackinaws, the steamer required a larger outlay of capital, skilled mechanics, and fuel.

The problem of fuel was an important one. Although willow and cottonwood were plentiful along the Missouri, it was necessary to have supplies of it split and accessible at convenient steamboat landings. On the more thickly settled Mississippi negroes and whites could earn considerable by preparing and selling wood to passing steamers. But above Council Bluffs the Missouri in the early years flowed through a wild country. Wood chopping was therefore a dangerous trade. Because of hostile Indians, many wood-choppers were murdered while plying their trade.[9]

Another reason for the slow development of steamboat shipping was the shortness of the traffic season, which for steamers was usually about four months. Ice and low water were responsible for this handicap. Thomas C. Power, the

[7]Bradley, *Miscellaneous MSS.*, III, p. 227. Bradley here claims that the *Yellowstone* was built in Pittsburg. See also Chittenden, *Fur Trade*, I, pp. 338-40. The first efforts to run steamers up the Missouri is also discussed in Albert Watkins, *The Oregon Recruit Expedition*, in Nebraska State Historical Society Collections, vol. 17, pp. 131-32, and also in his paper in the same volume under the title *First Steamboat Trial Up the Missouri*, pp. 162-204.

[8]Bradley, *Miscellaneous MSS.*, III, pp. 229-35; Watkins, *Oregon Recruit Expedition*, p. 131.

[9]A pioneer lady who came up the Missouri in 1868, wrote in her diary when just west of Ft. Union, ". . . . found the wood-men in great danger from the Indians; two of their number having been killed four weeks ago." Two days later she again wrote, "Stopped at Grand Island to get wood, also the two men who owned it got aboard, as it was dangerous for them to remain there." MS. *Diary of Mrs. Mary E. Cook, 1868*, copied by her daughter, Mrs. Alice E. Barrett of Redrock, Mont., (21 pages, Mont. Hist. Society), pp. 18, 20. Peter Koch, a pioneer of the sixties, says that wood-choppers were always on the lookout for Indians, who at various times killed several gangs of them. *Life on the Musselshell in 1869 and 1870*, in Montana Historical Society Contributions, I, p. 303. One of Montana's most eminent early citizens, Cornelius Hedges, claims that in 1865 ten wood-choppers were killed by Indians at the mouth of the Marias. *In Memoriam, To Charles Rumley*, in Ibid., III, p. 23. On this point see also Hiram Martin Chittenden, *History of Early Steamboat Navigation on the Missouri River*, (2 vols., N. Y., 1903), I, pp. 117-18.

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pioneer trader of Fort Benton, states that the earliest known arrival of a steamboat at either that port or at Cow Island was April 29, and the latest, September 23.[10] The steamer season being so limited in length smaller craft were long used as their draft was much less and because in case of delay not so many men or so much capital would be tied up and for the time being useless.

The number of steamboat arrivals at Fort Benton and vicinity gradually rose from 1 in 1859 to 8 in 1865. Up to 1862 these steamers were fur company boats. The gold rush of that year and the years following brought in a flood of miners, most of whom, however, came by the Overland route across the prairies. There was a demand for river passage by those who did not wish to take the long and more exhaustive journey by land. To meet this demand steamers were supplied, no less than 31 of them reaching Montana in 1866.[11] As the gold camps filled with thousands of miners and merchants there developed a great demand for supplies, very little food and no clothing or mining tools being then produced in the Territory. Heavy mining machinery was also needed and the steamers could better convey it to the camps than could the "bull" and mule trains which did the freighting over the prairies.[12] The result of these demands was that 39 steamers arrived in 1867, 35 in 1868, and 24 in 1869. But following these golden years came a period of depression in Missouri river shipping. After 1869 there appears a gradual decrease in boat arrivals until 1874, in which season only 6 steamers reached the upper Missouri.[13]

This depression was doubtless due to the general crisis of 1873. However, the results of the hard times following this panic soon disappeared as far as shipping on the upper

[10] T. C. Power and Brothers, *Steam Boat Arrivals at Fort Benton, 1875-1888*, in Mont. Hist. Society Contributions, III, p. 335.

[11] T. C. Power, *Steam Boat Arrivals at Fort Benton, 1859 to 1874*, in Ibid., I, 280-87. This list is also given in Charles Larpenteur, *Forty Years a Fur Trader on the Upper Missouri*, (2 vols., N. Y., 1898), I, 431-46.

[12] The river boats did not entirely obviate a haul by land. Freight as well as passengers had to be taken from the river ports to the mining camps by wagon or stage. The Missouri, flowing far to the north of the gold regions of the Territory, made this a journey of several hundred miles in some cases.

[13] *Ibid.*

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waters of the Missouri was concerned. Eleven steamers arrived in 1875, 21 during the following year, and 25 in 1877. The banner season was that of 1878 when 46 steamers discharged passengers and cargoes in the neighborhood of Fort Benton.[14]

It is a matter of common knowledge that the coming of the railroads ruined the shipping on the western waters. This result was as true of navigation on the Missouri as it was of that on the Ohio or the Mississippi. In 1869 the Union Pacific was completed. Passengers or freight could now be carried from either the Atlantic or the Pacific to Utah from whence a stage or wagon train journey of some five hundred miles through Idaho brought them to the gold fields. The trip to Montana thus became a concern of days rather than of weeks.

The railroads were hailed with glee by the progressive and sanguine citizens of the Northwest. On September 4, 1868, the editor of the *Montana Post* prophesied that hosts of eastern capitalists and home seekers could easily reach Montana when the Union Pacific was completed. "Up to the present time," continued this editor, "a trip to Montana has . . . . . been considered only second in magnitude to the voyage of Columbus, and comparatively few have been found to undertake it."

But the railroads did not at once annihilate the river shipping. The figures given above show that there was no marked decrease in steamer arrivals after 1869, if allowance is made for the crisis of 1873. Indeed, from 1875 to 1878 there was a considerable spurt in Missouri river commerce. One reason for this phenomenon was the fact that the Territory was continually growing and the inhabitants were getting tired of the rough frontier conditions and demanded more and more of the better things of life which could be procured in the East. There was also a great deal of wealth in the Territory and the people could well pay for luxuries.

The data showing how the railroads effected river shipping is as follows:

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[14]Power, *Steam Boat Arrivals, 1875 to 1888*, pp. 351-58.

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Year.[15]	Steamboat arrivals.
1875	11
1876	21
1877	25
1878	46
1879	7
1880	21
1881	11
1882	16
1883	14
1884	10
1885	11
1886	10
1887	21
1888	3

These figures portray a radical decrease in river shipping in the year following the high water mark of 1878, and show a series of ups and downs till the virtual disappearance of steamers at Fort Benton in 1888.[16] In 1877 there was projected a branch railway starting from the main line of the Union Pacific in Utah, the Utah Northern, now the Oregon Short Line. This road worked up through Idaho to the Montana border and reached Butte in 1880. This enterprise now made it possible to journey from either coast to the gold fields entirely by rail. The effect of its completion can readily be seen from the above table. The river shipping at first staggered under the blow and then gradually rallied but never again approached the old time prosperity. The heyday of Missouri river steamboat traffic was gone forever.

The final blow to river shipping was the completion of the Northern Pacific in 1883. Montana now had a more direct line to either coast by a road which ran through the most thickly settled and richest portions of the territory. But still the steamboats continued to come to Fort Benton.

[15] *Ibid.*

[16] Chittenden says that the last commercial steamer to reach Ft. Benton arrived in 1890. *Early Steam Navigation*, II, p. 420.

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One reason for this lingering death of river traffic was that neither of the railways of that day touched the northern portion of the Territory. To obviate a long wagon haul from the railroads the settlers in that region still depended on Fort Benton boats. Much freight also still came by water because of cheaper rates. But passenger traffic was confined almost entirely to the railroads. The journey by river was much longer, even when no accidents were encountered. But usually shifting sandbars, snags, and obstinate currents made the river voyage exhausting to the patience of the enterprising pioneer who longed to get his pick into Montana gravel or his plow into the soil of her rich valleys.

Before the coming of the railroads the river boats seem to have had neither conscience nor consistency in fixing either passenger or freight rates.[17] Richardson records that in 1865 the fare from St. Louis to Fort Benton was $200.[18] From what follows this statement will appear somewhat extreme. But the following account proves that perhaps Richardson's informant was not far from the facts. In 1867 Mr. John Napton, a son of Judge William B. Napton of Saline county, Missouri, paid $150 in gold for a passage down the river from Fort Benton to St. Louis.[19] But rates were not always so high as these figures indicate. During these years some boat owners reduced the price materially. H. H. Bancroft, quoting from the *Helena Republican* of August 30, 1866,

[17]It should be remembered that berths and meals were furnished by the steamboat companies for the long journey of weeks between the Missouri ports and Montana. Of course these expenses were met by the passengers themselves when the trip was made by rail. Granville Stuart, one of the party of three, who, in 1858, discovered gold on Gold Creek, Idaho Territory, now in Montana, and started the gold rush to the Northwest, told me that the berths and meals on the Missouri river boats were good. Fresh buffalo meat was served when the buffalo country was reached.

[18]*Beyond the Mississippi*, p. 483. Richardson, however, does not state whether this was the price in gold or in currency (greenbacks). At that time a dollar in gold was worth considerably more than one in currency.

[19]From an unpublished (typewritten) account prepared by Mr. Napton, now in the possession of his brother, Mr. Wellington Napton of Missoula, Mont. It is entitled, "*My Trip on the Steamer 'Imperial,' 1867.*" Mr. Wm. Y. Pemberton, Ex-Chief Justice of Montana and at present Librarian of the Montana Historical and Miscellaneous Library, told me that in 1863 he paid $100 in currency for his passage from St. Louis to Ft. Benton. The boat, however, succeeded in getting no farther than Ft. Union.

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says that many miners were returning that summer to the East by river steamers, the price of passage being from $60 to $75.[20] The force of competition is also shown by the cutting of rates by the non-steam craft. The press notices of the time prove this point.[21] It is also evident that some boatmen took whatever they could get from travelers. In 1868 a party of twenty-six returning miners from the Montana gold fields went to Fort Benton seeking passage to Sioux City where they intended to take the railroad to St. Louis. They eventually found a shipman who offered to take them to Sioux City for $50 each, or for one-half that figure if they could make up a party of fifty for the trip. But as the miners could find no others to accompany them they were forced to pay the former price.[22]

During the sixties great quantities of gold were taken from the gulches of the Northwest and prices throughout the Rocky Mountains were fabulous. The above passenger rates were in harmony with prices in general.

Freight rates kept company with passenger tariffs. While in Montana in 1865 Richardson was told that the freight rate from St. Louis to Fort Benton was from 8 to 15 cents per pound.[23] These figures agree with other contemporary statements. The recently found *Worden Account Book* under the date of December 31, 1866, records that Worden had shipped 8,838 pounds of goods from St. Louis to Fort Benton at the rate of 11 cents per pound, less a discount of 25%, or a little over 8 cents per pound net. Doubtless this discount

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[20] Hubert Howe Bancroft, *History of Washington, Idaho and Montana*, (volume XXXI of his *Works*, San Francisco, 1890), p. 731 n.

[21] The following advertisement appeared in the *Montana Post* of Aug. 26, 1865: "Fare—From Virginia City to St. Joseph, Mo., $40.00; from the place of embarkation, $30.00." Virginia City was several hundred miles from Ft. Union, the point which this company had for its port. In the *Montana Post* of Sept. 15, 1866, is found this belligerent notice, "Fight on—Eisenbraut and Tomlinson, Virginia City to Omaha via Yellowstone boats, $25." Three firms advertised a rate of $30 from Virginia City via Ft. Benton to Omaha in the issue of the *Post* for Sept. 1, 1866. The same rate was advertised for a ticket from Helena to Omaha in the *Daily Rocky Mountain Gazette* (Helena), of Sept. 1, 1866.

[22] *Story of H. Frank Adkins*, as dictated to A. J. Noyes, (typewritten copy, Mont. Hist. Society), p. 3.

[23] *Beyond the Mississippi*, p. 483.

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was given because of the large amount of the shipment.[24] Colonel Ashby says that the steamer on which he came to Montana in 1867 carried 200 tons of miscellaneous freight, the charge being 13 cents a pound in gold-dust or 20% more in greenbacks.[25] But high as these figures seem, many exaggerated tales of Missouri river freight tariffs were floated about, even by contemporaries. In times of great commercial activity or when the river was dangerously low the transportation companies may have taken advantage of the situation. Indeed, Granville Stuart says that in 1869 his firm was charged 15 cents, gold, on goods from St. Louis to Fort Benton.[26] Even higher rates are quoted by contemporaries. We cannot accept them all as true, however.[27]

Other commercial centers soon had envious eyes on the large and remunerative trade of St. Louis with the Northwest. When, after years of costly experiment, the St. Louis merchants had built up a considerable volume of business with the upper Missouri country, the Northwest Transportation Company of Chicago started to run boats from the railway at Sioux City to Fort Benton. In 1868 this competitor made a rate of 8 cents per pound in gold or 12 cents in currency to Fort Benton. The St. Louis concerns then dropped their tariff to 6 cents, gold.[28] But the rate was to drop still

[24]This valuable old book is now in the possession of M. Worden's son-in-law, Ex-United States Senator J. M. Dixon of Missoula, Mont. It covers the months from Oct. 1, 1866, to May 31, 1867. The firm of Worden and Company was organized in 1860 by Frank L. Worden and C. P. Higgins at Hell Gate, near the present city of Missoula. They did an enormous business in western Montana.

[25]*Story of Col. S. C. Ashby*, as dictated to A. J. Noyes, (typewritten copy, Mont. Hist. Society), p. 1.

[26]Mr. Stuart and his brother were in the mercantile business in the early years. He gave me much valuable information relative to the condition of trade in the sixties.

[27]For instance, Bancroft, quoting from the far-off *Sacramento Record-Union* of May 7, 1866, says, "The lowest charges by Missouri river steamer in 1866 were 15 cents to Benton for a large contract, ranging upward to 18 and 21 cents per pound, or $360 and $420 per ton to lading." XXXI, p. 733 n. This Sacramento editor was so many hundreds of miles from the Missouri that he could hardly have gained his information first hand. But no matter how he found his information, it was not true. The above statement from the *Worden Account Book* proves that in this same year (1866) Worden got a rate of 11 cents, less a discount of 25% for a large consignment. Bancroft is often too uncritical in accepting information from almost any source.

[28]Bancroft, XXXI, p. 733 n.

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lower. As stated above, the completion of the Union Pacific introduced the competition which eventually ruined the river shipping.

In 1869 the Union Pacific and the Southern Pacific were united at Promontory Point, Utah. This corporation at once fixed a tariff of 8 cents per pound from St. Louis and Chicago to Corinne, the station in Utah from which ran the Montana wagon trains. An additional charge of 4 cents was made from Corinne to Helena, in the heart of the gold country. To meet this rate of 12 cents from the above markets to Montana, the steamers lowered their rates and managed still to do considerable business.[29] But even worse competition was in store for the river boats. In 1874 a connection of the Northern Pacific reached the Missouri at Bismarck in the present State of North Dakota, and forced the Union Pacific to lower its rates from St. Louis and Chicago to $1.25 per hundredweight.[30] But the steamers were able to stand even this competition. In fact their volume of business increased, for steamboat arrivals at Fort Benton rose from 11 in 1875 to 46 in 1878.[31] But not all of these boats came from Missouri. The Chicago merchants were sending goods by rail to Bismarck and then by river to Montana. Nevertheless the railroads were perhaps getting all that they had hoped for. Not till the Northern Pacific was completed in 1883 did the steamboats cease to visit the upper Missouri.

The high cost was not the only disagreeable feature met by passengers in the trip up the Missouri. It was also dangerous and tedious. Usually the boats did not run at night. Because of the difference in boats, the varying degree of skill of the pilots, the stage of the water, and the quantity of cargo and number of passengers carried, the time spent enroute varied greatly. James H. Morley, a pioneer of 1862, says that he left St. Louis May 10 on the *Spread Eagle*,

[29] *Ibid.*, p. 734 n.

[30] *Ibid.*, quoting from the *New Northwest* (Deer Lodge, Mont.), of Aug. 22, 1874. This line of boats had its Montana terminus at the mouth of the Musselshell. It boasted of a weekly service and offered to bill goods from the East to "all parts of the Territory." Advertisements in the *Weekly Montanian* (Virginia City), March 5, 1874; *Helena Independent*, July 10, 1874.

[31] See note 15 above.

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but because of an accident the passengers were transferred to the *Key West*. He reached Sioux City May 20, Fort Pierre May 27, Fort Union June 9, and arrived at Fort Benton on June 20. This would be a total of about 41 days. Naturally the return journey consumed much less time as it was with, rather than against, the current. Although the current of the Missouri is comparatively sluggish, it is often obstinate, especially at the great "bends" of the river. Morley tells us that, after mining in Montana for three years, he returned to Fort Benton and started on his journey home. Because of low water he was forced to go down the river to Cow Island, some 120 miles east of Fort Benton, where he took passage on the *Deer Lodge*. He left Cow Island on July 15, 1865, reached Fort Union July 22, Sioux City July 31, St. Joseph August 2, and arrived at St. Louis August 4. His return journey was thus completed in about half the time consumed on the outward trip.[32]

Mary E. Cook says that she cleared the port of St. Louis on March 29, 1868, and landed at Fort Benton on May 31. She was thus a little over two months on the way.[33] "We landed at Fort Benton June 12, 1867, fifty-nine days from St. Louis," wrote Colonel Ashby.[34] Judge W. Y. Pemberton stated that he left St. Louis May 12, 1863, and reached Fort Union July 12, the water being too low to permit further progress by the boat.[35] Granville Stuart said that in 1866 he returned to the East. He came back to Montana that same year via the river. His boat was 54 days in getting from St. Louis to Fort Benton. He says that no one on board made any complaint as it was a "perfectly normal trip."[36]

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[32]MS. *Diary of James Henry Morley in Montana, 1862-1865*, (228 typewritten pages. Mont. Hist. Society), pp. 1, 225. Chittenden says that Captain Joseph La Barge made the journey from St. Louis to Fort Benton in 1862 on the *Emilie* in 32 days. The boat carried 350 tons of freight and 160 passengers. La Barge's return trip was made on the same boat in 14 days. She averaged 71 miles a day on the upward voyage and 152 miles a day when homeward bound. *Early Steam Navigation*, II, p. 288.

[33]*Diary*, passim.

[34]*Story of Col. S. C. Ashby*, p. 1.

[35]Oral statement.

[36]Oral statement.

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That the journey up the Missouri was both dangerous and tedious we learn from many sources. A great number of contemporaries have left descriptions of the river steamboat and experiences while enroute. Some of these are too well known to be repeated here.[37] But two heretofore unpublished accounts throw a great deal of light on Missouri river boating in the sixties. The first is a very interesting picture of the journey under ordinary conditions, by Mrs. Mary E. Cook. She was sixty-three days on the trip and made an entry each day in her diary. Her boat was continually running on sandbars. Indians were feared and passengers now and then came on board with wild tales of massacre. Mrs. Cook thought the boat very slow, but, being of a deeply religious turn of mind, she gloried in the fact that accidents made it impossible for them to make progress on "the Sabbaths." The passengers often shot beaver, antelope, and other game which were served to those on board.[38] The other account is that of Mr. John Napton, who, in 1867, returned from Montana to his home in Missouri. His experiences were enough to discourage anyone not of the Napton blood. He intended to go by steamer to St. Joseph and thence by the Hannibal and St. Joseph railway. His steamer, the *Imperial*, was unlucky from the start. After being marooned on bars and often snagged it was abandoned at Fort Pierre and another craft was eventually found. Three months after leaving Fort Benton Mr. Napton reached Boonville, Missouri.[39]

Steamboats on the upper waters of the Missouri are now almost unknown. Fort Benton has been reduced to a small county seat. But in the sixties and seventies its commerce was enormous and it was perhaps the most important

[37] The classical story is, of course, that given by Parkman in the first chapter of his *Oregon Trail*. Parkman in 1846 went from St. Louis to Independence on a steamer which he interestingly describes. His comments on the passengers is also characteristic. A harrowing tale of the dangers of Missouri river boating is that told by an early Baptist missionary, Samuel Parker. He gives his experiences in his *Journal of an Exploring Tour Beyond the Rocky Mountains in 1835-6-7*, (2nd. ed., Ithaca, N. Y., 1840), pp. 26-39.

[38] *Diary*, passim.

[39] See note 19 above.

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and the most famous city in the Territory. Fort Benton passengers and freight were carried to the mining centers by a large army of wagon trains. As proof of the city's former glory we have the testimony of the *Montana Post.* In its issue of September 29, 1866, appeared the following news item: "A reliable party states that twenty-five hundred men, three thousand teams and twenty thousand oxen and mules were employed in conveying freight from that sea-port (Fort Benton) to the mining towns, during the past season."[40]

Although the Missouri river no longer helps to bind Missouri to her far-western daughters, that stream well served its purpose till the coming of the railroads. A still more important avenue of travel and commerce between St. Louis and Montana was the Overland Trail, the route by which came most of Montana's settlers in the days of the fur-trader and the miner. This trail will be discussed in a later paper.

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[40]Bishop Tuttle wrote to his wife from Helena on July 12, 1869, "There are also scores of wagons, and hundreds of ox-teams, coming in from Benton. It is a perfect Babel here, and no Sunday at all." D. S. Tuttle, D. D., LL. D., *Reminiscences of a Missionary Bishop,* (N. Y., 1906), p. 200.

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GOTTFRIED DUDEN'S "REPORT," 1824-1827.

TRANSLATED BY WILLIAM G. BEK.

SECOND ARTICLE.

THE THIRTEENTH LETTER.

Written in the County of Montgomery (now Warren), (Missouri), February 20, 1825.

"I interrupt my silence, in order that you may at least know where I am at the present time. Until now I have hoped in vain for letters from Europe and begin to feel concerned in regard to a regular correspondence. I presume I do not need to tell you that you must send your letters in duplicate. This is, as you know, customary in correspondence with countries beyond the great seas.

"After I had procured from the land-office in St. Louis various charts and memoranda concerning the public lands that are for sale, the inspection of the interior of the state of Missouri was undertaken.

After giving the boundaries of Missouri, the writer continues: "The name of the state is taken from the Missouris, an Indian tribe, which in its wars with the Sioux was almost entirely exterminated, so that one does not hear anything more of them. Hardly more than twenty families are said to be surviving, who live under the protection of the Ottos at the mouth of the La Platte river. The Missouris were once mighty and renowned, and their language, which the Ottos still speak, is said to be forceful and melodious.

"The elevation of the whole state stands in pleasing contrast to that of the state of Illinois on the east bank of the Mississippi.

"On the south side of the Missouri the region underlaid with lead and iron ore occupies a great territory, and there, as in most ore-containing regions, the soil is not especially fertile. Nevertheless there are in the neighborhood of the two main rivers, the Missouri and the Mississippi, as also along the smaller rivers, the Gasconade and the Merramec' fertile stretches of considerable extent. Along the Gasconade there are many pine trees, which are cut into lumber in saw-

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mills located there, and then rafted down the Missouri and the Mississippi. One hundred square feet of this lumber costs $1.25 in St. Charles. Along the beautiful banks of the Osage river there have been till now scarcely any settlements. This river empties into the Missouri about 120 miles above the junction of the latter with the Mississippi. At the normal stand of water the Osage is something like 1,100 to 1,200 feet wide at its mouth, and is said to be navigable for 500 English miles.

"Of the Missouri you can form some conception, when you know, that from its confluence with the Mississippi to its cataracts, a distance of 2,500 miles, it is navigable without interruption, and beyond these cataracts to its main tributary, the Jefferson, it is navigable for more than 500 miles. From the Gulf of Mexico this navigable course amounts to more than 4,500 miles. There is nothing like it in the whole world. Another interesting fact is this, that in the lower part of the river, they say from the mouth of the La Platte, the water is never clear. Nevertheless it is good for drinking purposes, though it is turbid and leaves a slimy deposit. To this peculiarity the remarkable fertility of its banks is attributed. The water of the Mississippi above its confluence with the Missouri is perfectly clear. The velocity of the current of the Missouri differs according to the height of the water. The average velocity is estimated at about five miles an hour. The main stream, as well as its tributaries are exceedingly rich in fish. The cat fish (silurus felis), which often attains a weight of more than 100 pounds, the buffalo fish, the eel, and the pike are regarded as the best varieties of fish in this river. It is also said to contain the trout and a variety of salmon.

"North of the Missouri the extent of fertile land is very great. Thither the migration of the Americans from the older states has taken its course. There, at a considerable distance from the Mississippi, are found worth-while towns, all of which have come into existence since 1812. Among them Franklin and Columbia excel. They are situated on the Missouri—the former 170 and the latter 150 miles from

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its mouth. Since a few years ago Franklin has been the starting point of commercial caravans for Santa Fe on the Rio del Norte in New Mexico, and presently a regular army road will lead to that place. The fertility of Howard county, in which Franklin is located, and Boone county, in which Columbia is, has almost become proverbial. In these regions several thousand families have already settled, and the term 'wilderness' would be incorrectly applied there. To the east of the just mentioned parts, nearer the Mississippi, there is still much government land for sale, and, excepting the low lands of the Missouri and the hills adjacent to them, there are great stretches where not a single settlement is to be seen."

The rest of this paragraph Duden devotes to a refutation of what has been said by Friedrich Schmidt about Missouri's soil. Schmidt had tried to discourage his countrymen from going to Missouri. Duden is convinced that Schmidt never traveled in the state.[6]

The next paragraph deals with the topography of the watershed between the Missouri and Mississippi rivers north of the confluence of the two streams.

"I must impress emphatically upon you that the meaning of the words 'fertile soil' is very different in this region from what it is in Germany. Good soil, or soil of the first order does not require any fertilizer for the first hundred years of its use, and during the first decades is too rich even for wheat. To this class belong the bottom lands, especially those along the Missouri. Average soil, or soil of the second class is still of such a nature, that during the first twelve to twenty years fertilizer can not increase the yield of grain. Since this sort of soil is found on the hills adjoining the rivers, the duration of its fertility depends upon the degree of slope and the amount of washing such land is subjected to by rains. The poorest soil is found in the forests near the prairies. The prairies themselves, however, are usually as fertile as

[6]Friedrich Schmidt: *"Versuch ueber den politischen Zustand der Vereinigten Staaten von Nordamerika, enthaltend: Untersuchungen ueber die Lage, den Flaechengehalt und die physische Beschaffenheit des Landes, ueber Ackerbau, Viehzucht, Fischerei; ueber Banken, Bankverwirrungen; ueber die traurigen Verhaeltnisse im Allgemeinen." Stuttgart, 1822.*

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the hills adjoining the low lands. Nowhere are rocks to be seen, except in the gorges, cut by the streams, and on a few hill tops. Nothing is more incorrect than to call the prairies barren steppes of sandy wastes. All the prairies are highland prairies. The black humus earth is, however, in most places from one and a half to two and a half feet thick, and below it there is a good mixture of clay, limestone and sand. During the summer they are adorned with vari-colored flowers. The river bluffs reveal layers of limestone, (occasionally beautiful marble), clay and conglomerate. There is no lack of springs which arise from sandstone, and some people lay much stress upon this point, because of the belief, that springs flowing over limestone cause bladder trouble—gravel or calculous.

"The trees of the forests are: Oaks, in more than sixteen varieties—Germany has but three varieties,—of these the burr oak (quercus macrocarpos) has acorns as thick as a small hen's egg; eight varieties of walnut trees, among which the pecan (juglans olivaeformis) has a delicious kernel which is covered by a thin shell. The nuts of the other walnut varieties do not deserve such praise. Those of the black and white walnut are palatable when eaten fresh, but when dried they are too oily. One also sees ash trees, sassafras (laurus sassafras), ironwood (carpinus ostraya), elms, especially the red elm (ormus Americana), whose bark can be eaten without being specially prepared, and which is transformed into slime when it is chewed. It is frequently laid on fresh wounds and is said to hasten the healing of gunshot wounds. One rarely finds an uninjured tree of this variety. Domestic and wild animals know the nourishing quality of its bark. Mulberry trees (morus rubra) are abundant in the Missouri valley. Their fruit is highly valued. The plane trees (platanus occidentalis), here commonly called the sycamore, attain enormous circumferences. I have seen several that were eight to ten feet in diameter, and I am told that there are some in the Missouri valley that are more than twenty feet in diameter.

"I am unable to describe the impression, which my

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wanderings, for days, in this river valley have made upon me. For hundreds of miles one can wander among these giant trees without being touched by a single sunbeam. The ground is so black from the humus that has accumulated since primitive times, that it seems one were walking on beds of coal. I have seen grapevines, whose trunks, over a foot in diameter, rose straight up for more than a hundred feet and then spread their densely foliaged vines over the tops of elms.

"There are several varieties of grapevines here, and many hills are so covered with them that in a short time a wagon load of grapes can be gathered. A few varieties are sweet and palatable, but they render little juice. In the rich river bottoms the grapes are usually sour. I do not doubt, however, that cultivation would produce a desired improvement. I have tasted grape juice that was quite palatable. I do not believe that any other than the red variety is found here.

"Among the fruit trees I must not forget to mention is the persimmon tree (diospiros persimon). It is not very commonly seen. Externally the fruit has much in common with the yellow plum. However, it does not contain a single seed, but several seeds like the medlar. The calyx remains attached to the upper end of the fruit. Before it is quite ripe, it has the power of causing contraction, and is therefore often recommended as a remedy for diarrhoea. When fully ripe, its delicious flavor surpasses that of our best plum varieties. To me the most striking of all fruits is the pawpaw (anona triloba). The tree itself is rarely higher than twenty feet and rarely half a foot thick. The blossom is a beautiful dark red bell, with five stamens and one pistil. As to its form the fruit might best be compared to a short sausage, three inches in length and from one to two inches in thickness. The green, smooth skin which surrounds the parenchyma becomes whitish yellow when the fruit is mature. On the inside there are several small chestnut-like seeds, which produce vomiting when eaten. The pulp which surrounds the seeds, and which constitutes the greater part of the fruits,

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is, as to its color and flavor, scarcely to be distinguished from well prepared, sweet custard, on which account children are very fond of it. In the valleys as well as on the hills this tree is the common indication of rich soil. Palatable plums are also found in the woods. I will not conceal from you the fact, that the whole life of the inhabitants here, at first rapt me in reveries, and even now, when I have had three months of time to examine things more in detail, it all appears to me like an illusion, when I contemplate what nature has done for man here. But of this latter, more in detail. I do not know the summer as yet, and am prepared in advance for many unpleasant things, for I do not expect that so much good can exist without its accompanying evil. For this time I should only like to add the following:

"I have settled about fifty miles above the mouth of the Missouri river. I found there (in Montgomery County, above the Femme Osage river) in the neighborhood of the stream some very fertile and pleasing land, which had to be acquired in part from the state and in part from private owners. My companion (Louis Eversmann) likewise decided, for the time being, not to live too far away from St. Louis, and so we bought land adjoining one another, he something like 130 acres, and I something like 270 acres. The land which we bought from the state cost $1.25 an acre, while that acquired from private individuals cost somewhat more. It is most enticing to settle in a region, where one can be absolutely free in one's choice, and with chart in hand can wander through hundreds of miles of beautiful nature, to select one's land, wholly according to one's taste, in the forest or on the prairie. Here the useful and the agreeable are everywhere united. The location on charming hillsides, beside never failing springs, on the banks of small rivers or near the places where they empty into the large streams, all this depends upon the whim of the settler without the price coming into consideration. And what is still more the very climate can be chosen. From the Canadian lakes to the Gulf of Mexico there is no obstruction in the settler's way. It is a distance equal to that from northern Germany to Africa,

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within which are found everywhere more or less scattered settlements. When a few years ago the lands west of the Mississippi were suddenly open to the public, hordes of speculators fell in upon them. Prices were advanced too high, and the consequence was that they later sank below the real value. Even now they are very low, and splendid tracts can be had for $2.50 to $4.00 an acre, which formerly could scarcely be had for $7.00 or $8.00. To be sure the price of grain during the European war contributed to the high land value.

"We came too late to erect our own houses before the winter set in. We have, therefore, lived temporarily with some farmers in the neighborhood. Now, however, the rough season is over, and now the attempt shall be made to transform a part of the forest into a plantation. I say: 'the rough season is over.' These are the words of the Americans. I myself have not noticed any winter. The forests never did lose their green garb entirely. Snow did not fall at all, and the frost was so slight, that fire was needed only in mornings and evenings. However, they say that such weather is out of the ordinary and that the month of January is usually rather unpleasant. They say, however, that the winter rarely begins earlier than January and that about the middle of February navigation on the river is free again, and no ice is seen on the stream. The Missouri and the Mississippi freeze over so solid at times, that large freight wagons can pass over them. This would not happen if the masses of ice did not come from the far northern regions. I am told that such a covering of ice stays no longer than a week at a time. The American autumn is universally praised, and I must say, that from August on there was, almost uninterruptedly, the most beautiful weather for traveling.

"For the present we are unable to get workmen. Everybody is busy making sugar, which is participated in by old and young, as if it were a family feast. Among the list of trees I failed to mention the maple varieties. The sugar maple is also so common in Missouri, that almost every settler has his own sugar camp, frequently quite near his

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homestead, or a mile or so away. In the latter case the forest is usually government property. This utilization of public forests is as customary among rich and poor as if it were permitted expressly by a state law. The first occupation of land is regarded as a privilege, and only an actual purchaser will interfere with it. About the middle of February the good weather begins, that is to say, when warm days follow upon rather cold nights, which is usual in February. This change sets the sap of the trees in motion, so that it often does not merely drop from an injury to the tree, but actually flows. As soon as the right time has come, the whole family betakes itself to the woods, where there is a crude hut, which is provided with a fireplace made of rough rocks, and which has room for four or five iron kettles. The trees are tapped a few feet above the ground, thick trunks in several places, the tapped places are provided with elder-tubes, and troughs are placed under them. These utensils can be preserved from year to year. One person usually collects the contents of the troughs into barrels which are brought to the fire on sleighs, drawn by horses. At the fire a second person, usually the housewife, is engaged in evaporating the sap. Under her care the sap passes from one kettle to the other, until it has reached the thickness of melted sugar and is then left to cool. In the meantime the children are playing about in the grass. The fuel, as you can imagine, is easily procured. The sugar, if it has been carefully prepared is to be preferred to the best light yellow cane sugar, and for domestic use does not require any further cleaning. If the weather is favorable, two persons can easily make from two to three hundred pounds of sugar, without being hindered in the daily work of providing their meals. The whites have learned the use of the maple tree from the Indians. Although sugar could also be made in the autumn, this is rarely done. Then there is other work to do, and the planter does not overwork himself nor the negroes, whom he may happen to own. Maple sugar is worth ten cents a pound here. Almost every household uses a hundred pounds of it. All in all there is no European penuriousness in this country,

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where a day laborer earns as much in one day as he consumes in a week, with the best appetite, of meat, bread, vegetables, butter, milk and brandy. While I was watching the evaporating of the maple sap, I noticed a piece of bacon on the liquid, which was supposed to, and apparently did, prevent the boiling over."

In a foot note of more than a page Duden refutes statements that are made concerning Missouri in C. G. D. Stein's *Handbook of Geography and Statistics, Leipzig, 1826, and C. Sidons'* (Pseud. for Charles Sealsfield) *Die Vereinigten Staaten von Nordamerika, nach ihrem politischen, religioesen und gesellschaftlichen Verhaeltnissen betrachtet*, Stuttgart and Tuebingen, 1827. One part of this foot note will warrant translation. "According to Sidons St. Louis is a little New Orleans. He claims there are a great number of coffee houses and dance halls there. It is strange indeed that I, who often spent weeks at a time in St. Louis, did not notice anything of all this. I know of not a single coffee house in this little city. The customs of the Anglo-Americans support them as little in the interior as they do in the seaboard places, and the French population in St. Louis is very small. I recall having called for a billiard table, on a rainy day in 1825. After a long search, we came into a poor out-building, where something was set up, that resembled a billiard table. Moreover, I was struck by Sidons' distinction between backwoods Frenchmen and creoles. By the term 'backwoods-people' one understands the settlers who live near the western border of civilization. But the word does not have a set meaning. Many an American designates his neighbor living to the west of him thus, while on the other hand he himself is thus called by the neighbor living farther to the east. There is less contempt implied in the word as it is used here, than there is in Germany in the expression 'country-folk.' The creoles, that is descendents of Europeans born in America, are the very people who are to be sought among the backwoods-people. Planters who were born in France are very rarely found in Missouri, but French merchants and artists are numerous."

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MISSOURI AND THE WAR.

SECOND ARTICLE

FLOYD C. SHOEMAKER.

"America has the resources in men and material, once they are prepared, to add the weight which must force a military decision against Germany. Our troops are imbued with a spirit of aggressiveness, a spirit that means we are going to win this war, and that we have no idea of allowing ourselves to be influenced by pacifists or enemy propaganda. Neither have we any false notions that victory is going to be an easy matter. But that only makes our determination stronger.

"Every man from top to bottom has entered this war imbued with fighting spirit, which means that the cause of the Allies will be carried to a successful issue."

"I came to Europe to organize the participation of our army in this immense conflict of free nations against the enemies of liberty, and not to deliver fine speeches at banquets or have them published in the newspapers.

"Besides, that is not my business, and, as you know, we American soldiers and civilians desire not only to appear, but to be businesslike. However, since you offer me occasion to speak to France I am glad to make you a short and simple confession.

"It is much more important, I think, to announce that we are the precursors of an army that is firmly resolved to do its part on the Continent for the cause the American nation has adopted as its own. We come conscious of the historic duty to be accomplished when our flag shows itself upon the battlefield of the Old World. It is not my role to promise or to prophesy. It is sufficient to tell you we know what we are doing and what we wish."

GENERAL JOHN J. PERSHING,
Commanding General, American Expeditionary Forces.

"HERE WE ARE, LAFAYETTE."

General Pershing at the tomb of Lafayette.

New York City once suspected the loyalty of the Middle West. Only last spring her publications reasoned out Missouri's tendency toward disloyalty based on this state's large

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German population. Today after nine months of conflict, Missouri has no single record of unpatriotic officials, disloyal assemblages of size, I. W. W. or sympathetic organization outbreaks, and either open or hidden sentiment of significance of opposition to the war. Missouri has written on the pages of history during these nine months a record of deeds and achievements. The patriotic acts of her citizens have been contributions of worth and honor to any state.

Missourians have supported the Government with confidence. They have questioned neither the draft nor the food and industrial regulations. In October, 1917, they sent the largest number of extra men in any one contingent to Camp Funston. In November, seven hundred thousand Missourians signed the Hoover Food Pledge, placing the State first in proportion to population and second in actual signers. They have accepted the new revenue measures and have oversubscribed their quota in both issues of the Liberty Bond Loans. St. Louis oversubscribed her minimum quota of the Second Liberty Loan by 54%, Kansas City by 25%, while the St. Louis Federal Reserve District ranked fifth among the twelve districts in the Nation. Missourians have endorsed with generous contributions the army Y. M. C. A., Knights of Columbus, and Library movements; the Red Cross, and the American Ambulance Service abroad. They have denied no request, stopped short of no sacrifice. They have seen an army of their young men leave home to maintain the honor of their country on land and sea. They have banded themselves together in an "army at home" to produce and conserve food for the armies of the United States, and the Allies. Men, women and children, all have done their "bit;" bankers, merchants and farmers, have alike tried to meet the needs of Country. A united state in support of this war is Missouri.

Striking is the contrast between conditions in the "Show You" State and the "Empire" State. November 6, 1917, witnessed one of the candidates for mayor of New York City asking for the votes of America's largest city because a vote for him would be a declaration of non-support of the

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war. And this man received 142,000 votes and ran a close third in the election. There are places in Missouri where Morris Hilquitt would have had more use for a bodyguard than for a campaign committee.

One of the mysteries of this war is the persistent suspicion in the East of Missouri's and the Middle West's loyalty. Lord Northcliffe in his recent speeches in Kansas City and St. Louis on October 25-27, 1917, emphasized the point in these words:

"When I left New York some days ago many of my friends said to me: 'You must be prepared for disappointment in the West. I am afraid you will find they are not alive out there to the serious issues of the war. I am afraid you will find only a half-hearted enthusiasm. They are deluged with a German population. They are far remote from the seat of war; their farmers are more prosperous than they ever were' and altogether I started out with a deep depression and gloom.

"I've always doubted those claims of those in the East, that they, and they only, were the elect in the war. As I go further and further west—as I have done many times before—I am inspired with an enthusiasm impossible to convey by cable to a rather frigid British public."

Strange Awakening in West.

"I had a strange awakening at the very edge of the West. When I got to Kansas City I wished that I could have transported my New York friends to that place. And I mean to send them from here today a message to say that St. Louis is an example of splendid war enthusiasm and patriotism and that there is no place I have struck in my travels here and in Europe where I have found the people more deeply in earnest and anxious to know about the war and how to help in the war. That applies not only to the men of your city, but to the women. I have had indications this morning that the ladies of St. Louis are as anxious to play their part as the men. The war will be won largely by the concentrated efforts of the business men in the great cities behind the war. In old wars a soldier only needed a rifle and a certain amount of artillery. But this war can only be won by the combined efforts of all the people behind the armies. You can do as much to win the war in Missouri as we can do in Great Britain. You have natural resources in this great state that are essential to the winning of the war. You have plants in this city which are already overburdened with work for the war.

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You of the army behind the army will shortly be faced with the same situation we have in Great Britain. The demand for all the materials for the war can only be met by the army at home, by the combined efforts of all the men and women."

On reaching Washington, D. C., Lord Northcliffe wrote in the *Washington Post* in part: "At Kansas City . . . . I lunched with and addressed more than two hundred editors of Middle West newspapers . . . . no pro-Germans among those editors, I can assure you."

"The army at home" in Missouri is loyally supporting the army in the trenches in France. Missouri's war crops for 1917 eclipsed all previous records. She not only surpassed her own record "but in comparison with the other forty-seven states, showed the highest average condition of all crops at the ending of the growing season, standing at 124% of federal average—the best answer possible as to the practical patriotism of the Missouri farmer in war-time." The American King of corn farmers, W. F. Rankin of Tarkio, Missouri, alone harvested a crop of 680,000 bushels of corn on one farm. Missouri need not cite Missouri mules hauling the gun that fired the first shot by the American army in France, to prove her aggressiveness in war, her corn crop of 284 million bushels, her wheat crop of 23 million, and her oat crop of 42 million, are sufficient proof of this.

Missourians at the Front.

In service at the front Missourians also have truly reflected fame on their state. Their deeds deserve the honor of permanent record as well as popular praise. The first American to give his life in this country's service in France was a Missourian—Dr. William T. Fitzsimons, of Kansas City—who had volunteered early, went to Belgium with the first Red Cross ship, had served under the French flag, and then in an American hospital under the Stars and Stripes. Another Missourian, Lieut. Drury Brink, of Kansas City, formerly in the Third Missouri Infantry, while serving as a volunteer in a machine gun company of the Canadian army, was reported in the casualty list in September, 1917. Also

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in the Canadian service was Lanier Cravens, of Kansas City, Mo., member of the Seventh Canadian Railway troops, who was killed in action in Belgium on October 24. The seventy-seven-year old mother on hearing the news, said calmly: "Everyone must make a sacrifice." When the first American transport, the Antilles, sunk by a submarine, went down, it carried a twenty-one-year old Missouri sailor volunteer, J. W. Hunt, whose father, Isaac Hunt, lives on a farm near Mountain Grove, Missouri. When told of his son's death, this patriotic Missouri farmer said: "If my son had to die, I am glad it was while serving his country." Private Jorgan P. Lock, infantry, of Kansas City, also lost his life on the Antilles. General Pershing's first casualty list of American troops killed and captured in a trench raid on November 3, 1917, contained the name of Private Frank E. McDougal, the nineteen-year-old son of Judge and Mrs. Richard L. McDougal, of Maryville, Missouri. Judge McDougal said he was proud to be the father of one of the first boys mentioned in the American casualty list in the great war. "We hope he is safe and may return to us," he said, "but if necessary to sacrifice him for his country we will not complain." The silent messenger has begun knocking at Missouri homes, but a steady hand opens the door and a brave face receives the news.

Justly proud is the old State of the manhood she has sent to the front. In October, 1917, word was received by Mr. and Mrs. John M. Janes, of Webster Groves, Missouri, that their eighteen-year-old boy, John Valle Janes, had been awarded the French War Cross for conspicuous bravery as a member of Section 2 of the American Field Service. Somewhere in "No Man's Land" on the French front in October, John Woodridge, a cousin of President Wilson and a former student at Westminster College at Fulton, Mo., performed feats of valor and won the Croix de Guerre. At Vimy Ridge a Princeton, Missouri, boy, Hershel Cremeens, son of Mr. and Mrs. J. A. Cremeens, received five shrapnel wounds while serving as a volunteer in the Canadian army, and in recognition of his services the Canadian Government deeded him

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a 160-acre farm. One of the noted aviators in the European war is Lieut. W. B. Hall, a Higginsville, (Mo.) boy. Serving since the second day of the war, having enlisted in Paris, Lieut. Hall has fought on the French, Russian and Rumanian fronts, on each of which he has been decorated. He wears the French Military Medal—given only for extreme valor—and a Croix de Guerre with three bars, signifying special mention in the general orders of an entire army. For extreme bravery, while in a most perilous position and ill from gas, G. Parker Toms, of St. Louis, received the Croix de Guerre from General Brissand in August, 1917. Mr. Toms was a member of Section 5 of the Norton Harjes Corps, honorary chasseurs Alpine of the French Army, and won his medal after only six weeks service. These are the type of men Missouri is sending to war.

Not a Slacker State.

And the Missouri men at home are not hesitating on entering the service. Missouri is peculiarly a state of natives. Her people come largely of good old pioneer fighting stock. The memory of William Clark, Nathan and Daniel Boone, Henry Dodge, Kit Carson, Jim Bridger, Richard Gentry, Alexander W. Doniphan, Jo Shelby, Frank P. Blair, and a host of other soldiers, scouts and generals, is Missouri's own heritage of a hundred years of struggle against Indian, Mexican, Spanish, English and, unfortunately, American opponents. Convince a Missourian of the rightness of his cause, and he will offer his life for it like a true American should. Typical of this are the extracts from a letter from Carter Vaughn, city editor of the *Mexico* (Mo.) *Evening Ledger*, to his mother:

"Well, mother," he wrote, "I'm a soldier! I went up to the headquarters of the Exemption Board a little while ago, handed them my 'change of venue' papers and told 'em to do their best to make a soldier out of me. I had to press down on the scales mighty hard to make it register 120 pounds, which is the lowest they will accept for my height. But I did, and I'm glad. When you look at things the way I do, if you don't now (but I believe you do) you will be glad too. Won't you feel a lot better when you hear a bunch talking about slackers, etc., if you can look

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them straight in the face and say: 'I've got a boy that didn't ask to be excused, and was really glad to go?' Won't you feel better than those folks who know mighty good and well that their boy got out when he wasn't entitled to it?

"Of course, I sorter hate to have to give up a fairly good job about the time I'm getting started; but I guess there'll be jobs just as good and maybe better when I get back from Berlin.

"Give my best to everybody and assure the District Board that Carter Vaughn, Serial No. 1076, Order No. 532, has not and will not file a claim for exemption. I'm going to celebrate the Fourth of July in Berlin."

And from a letter of Felix Rothschild, principal of the Kirksville (Mo.) High School:

To the Mayor and Citizens of Kirksville:

I understand that your honor and a large number of the business and professional men of our city have forwarded an appeal to the president of the United States asking him to exempt me from the selective draft.

"I certainly appreciate the interest that you have taken in my behalf, but at the same time I feel that I must decline to accept exemption on these grounds. The teachers in the public schools of our land must stand as a model for the youth under their charge.

"These are trying times in our nation's history as well as in the history of democracy. Each man must bear his part of the burden. Should I be exempted without some more legitimate reason some other young man would be called upon to perform a service that by chance is mine. It is my honest conviction that exemption on the claims submitted in your letter and petition to the president would be showing undue partiality.

"Again thanking you for your sincere interest in my behalf and for your united support in the work I have attempted to do, I am faithfully yours."

(Signed) FELIX ROTHSCHILD.

The sacred memory of Fitzsimmons, Hunt and McDougal; the heroic deeds of Hall, Janes and Toms; the significant letters of Vaughn and Rothschild; the patriotism of the citizens of all ranks at home in furnishing food and funds to the armies abroad—are Missouri's own, the legacy she will transmit to her posterity. Such a heritage is priceless. It cannot be purchased with pounds sterling or produced with years of toil—it is born of the spirit and flourishes only

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in the fertile soul of a brave people. And all has been done and given without fear or force. Each state will have or should have annals of pride of the part played in this war, and Missouri will bear well comparison with even larger, richer and more populous commonwealths.

Patriotic Service at Home.

During the last nine months Missourians have been prominently before the Nation in directing our struggle. Besides Pershing, Crowder, Houston, Creel, Francis, Dockery, Vrooman, Gardner and Long, whose work in Executive departments are familiar to all, other Missourians have lately been appointed to important posts in mobilizing the Nation's resources. "The World's Biggest Buyer" is Edward R. Stettinius, a native of St. Louis, today a member of the Morgan banking house, who is the general fiscal and financial agent in America of the British and French governments. Mr. Stettinius directs the spending of billions in this country for war munitions and supplies, and the raising of other billions for the Allies and the marketing of their American securities. One of the members of the War Industries Board at Washington, D. C., is Robert S. Brookings, of St. Louis. Mr. Brookings is also a member of the Central Purchasing Board. J. Lionberger Davis, a St. Louis banker, has been appointed managing director in the office of the National Custodian of Alien Enemy Property. A member of the American Commission of Railroad Experts to Russia is Henry Miller, who began his railroad career in Hannibal, Missouri. John Hunter, chief engineer of the Union Electric Light and Power House of St. Louis, has been appointed by the Government to aid in directing the construction of the American Marine Fleet. Mr. Hunter is in charge of the ship building in the Passaic river in New Jersey. On the Special American Commission to the Allied Conference in London, England, in November, were two Missourians, Oscar T. Crosby and Bainbridge Colby. Mr. Crosby is Assistant Secretary of the U. S. Treasury and Mr. Colby is a member of the United States Shipping Commission. Dean F. B.

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Mumford, of the University of Missouri College of Agriculture, has been appointed chairman of the Missouri Council of Defense by Governor Gardner, and as State Food Administrator for Missouri by President Wilson. Lieutenant-Governor Wallace Crossley has been appointed State Fuel Director for Missouri. On October 8, 1917, President Wilson signed commissions raising Major General John J. Pershing, of Laclede, (Mo.) to the rank of General, and Provost Marshal General Enoch H. Crowder, of Trenton, (Mo.), to the rank of Major General.

St. Louis, already recognized as playing a prominent part in the Government's war program, had another distinction in October, 1917, in that 39,825 American soldiers then in active service, received their first military training at Jefferson Barracks, since the declaring of war six months before. The Barracks is one of the six most important training stations for recruits. St. Louis has been selected by Surgeon General Gorgas as the site of a proposed Government school to instruct military surgeons in plastic operations.

The campaign for the "Red Triangle" in Missouri in November resulted in the state oversubscribing her quota of gifts. In St. Louis the work was made notable by the women of that city setting up a "melting pot" in which were cast the precious jewelry of the wealthy and the equally precious gifts of the poor. One day two patriotic Missouri mothers approached the tripod of the "melting pot" and with sad but determined faces drew from their bags offerings for the boys' welfare abroad. One was richly dressed and warmed with costly furs,—she poured out an uncle's legacy of family diamonds and precious stones. The other was poor and had little of worldly goods,—she dropped her boy's baby locket, whose former wearer is now twenty-one years old and serving this country in France. Missouri fathers and mothers believe the message General Pershing sent from France to Mrs. G. S. Eddy, of St. Louis, which read: "If you will send me all the Y. M. C. A. workers that I want, I will return you your boys pure spiritually and bodily."

Not alone are individuals in Missouri united in a demo-

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cratic support of this war, but corporations—too frequently mentioned as soulless—have, voluntarily joined in patriotic service. All railroads of importance have issued notices to their employees that those enlisting will be given employment upon their return from the army, retaining their seniority as far as is practical. The War Department, however, does not encourage the enlistment of large numbers of railroad men, because of the military necessity of high efficiency in transportation during war time. Many Missouri banks, factories, department stores, and metropolitan newspapers, have also aided their patriotic employees both financially and by promising positions on dismissal from service. The Service Flag proudly waves from the skyscrapers in Kansas City and St. Louis and from the humblest home in Missouri's rural districts. This is Missouri in war time.

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MISSOURIANS ABROAD.

NO. 3—GEORGE CREEL.

By Ivan H. Epperson.

If long exposure to criticism can render one impervious to abuse, then the life of George Creel, the Missourian who now fills the difficult place of United States Censor at Washington, has been a continuous training school for the job he now holds. Not even the work of Herbert C. Hoover, the National Food Administrator, has been subjected to the searching scrutiny which has been applied by unfriendly critics to the administration of the government's first war publicity bureau.

Expressions of surprise have frequently been heard over the appointment of Creel as United States censor. Creel the outspoken; Creel the insurgent and social reformer; Creel the advocate of pitiless publicity as a cure for social and political evils seems the very antithesis of the idea of censorship. The editor of *Collier's* thinks the appointment of Billy Sunday to the position of censor would be no more incongruous than the selection of Creel for that place. Those who doubt the fitness of Creel for this position, however, have seemingly failed to realize that the censorship as administered at Washington is really not censorship at all but an elaborate system of war publicity; a dissemination rather than a repression of news. It is a publicity that concerns itself with all the agencies of news dissemination—the newspaper, the magazine, the moving picture—and has even evolved such additional agencies as the Four Minute Men, a band of volunteer speakers who have agreed to present the war aims and plans of the government in four minute talks during the intermission in picture shows all over the country.

In the presentation of the government's war aims, in the guarding of war secrets, and in the restraint upon unreliable news Mr. Creel and his associates have performed a work as vital as any yet performed in connection with the conduct of the war. "Indeed in its field," the *American Review of*

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GEORGE CREEL.
Chairman National Committee on Public Information.

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Reviews believes, "it has done quite as much as Mr. Hoover and his associates have done in theirs."

The normal condition of Creel has been one of chronic insurgency. In his work as a Kansas City newspaper man, as a political reformer in Denver, and as a free lance magazine writer in New York this quality of insurgency has persistently appeared much to the annoyance of those easy going individuals who would have things remain always as they are.

On a Lafayette county farm near Waverly, a small village overlooking the Missouri River, Creel was born in 1876. For a time he lived in Wheatland, Hickory county, Missouri, and then in Kansas City, but in 1888 his mother moved to Odessa where George attended high school and spent one year as a student in Odessa College.

Even as a schoolboy in Odessa, if we are to believe his schoolmates, Creel was an insurgent, and his school days were enlivened by frequent personal encounters with his fellows and less frequent, but more disastrous clashes with the schoolmaster. Young Creel was not a bad boy, but full of mischief, a leader of the town "gang"—the Tom Sawyer of his generation.

One day the teacher intercepted a note which George had written to one of the girls during school hours. Now this act was a direct violation of one of the rules and the teacher informed young Creel that a whipping was due when he returned in the morning. This is the story as related by one of Creel's schoolmates to A. J. Adair, editor of the Odessa *Democrat:*

"When young Creel appeared at school the following day he had several barrel staves concealed under his coat and he informed the teacher that he was ready for the chastisement. The professor, a big six-foot fellow, stood George up in the corner and plied the dogwood switch until he was black in the face, but George never whimpered. He even smiled as he returned to his seat. But when he sat down one of the barrel staves fell to the floor. The teacher heard the noise and when he saw what had happened called George to the front a second time, sent for a fresh switch and then

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proceeded to 'warm the young man's jacket' in the good old-fasioned way."

Creel's career began early when at the age of fifteen he ran away from home and during the fall of 1891 followed the succession of county fairs about the state, doing odd jobs to earn his support. The little town of Odessa where his mother lived was too prosaic for his ardent spirit, and his intense interest in people, his love of excitement and activity inevitably drew him to Kansas City where at the age of eighteen he got his first introduction to newspaper work as a reporter on the Kansas City *World*. Previously he had spent some time in Central High School where his rather brief formal education was completed with the study of mathematics, Spanish and German.

From the standpoint of the city editor of the *World*, Creel as a reporter was not a success. With all of his courage the boy possessed a woman's tenderness and sympathy, and not infrequently these finer sentiments could not be reconciled with the city editor's assignments. In one of these clashes Creel lost his job. This is the story as related by Peter Clark Macfarlane in *Collier's*:

"Upon one occasion George was sent out to get the story of an elopement from the father of the girl. The weeping father met the young reporter and explained that he did not wish to be quoted. The boy forgot that he was a reporter in remembering that he was a gentleman.

" 'Why certainly, sir,' he murmered sympathetically. 'Quite natural! quite natural;' after which he took himself off, going back to the office with a fine warm glow in his breast.

" 'What's the story?' asked the city editor.

" 'The gentleman was feeling very badly and didn't wish to be quoted,' replied the boy in confidential tones.

"The city editor's teeth ground out a bulldog growl. 'You fool!' he blurted. 'Go to the back door, see the cook, and get the story out of her."

" 'Go to the back door yourself,' exclaimed Creel in sudden anger. 'I'm not a back door worker.' "

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With his reportorial career thus prematurely blighted, Creel left Kansas City for New York and the mode of his transportation was a cattle train. Visions of himself as a second Poe or O. Henry possessed him, but somehow his stories didn't seem to make much impression with the New York editors. Then Creel turned his attention to jokes. He turned them out by the dozen, but like the stories, they all came back and with a promptness that was amazing. As winter came on the boy, under the press of necessity, turned his attention to a less romatic type of employment—that of snow shoveling. He continued to write jokes in odd moments, however, and by the time spring came his work was beginning to find a market, but now the prospect of a career as a humorist had begun to lose its attraction.

Life in the metropolis, with its ever pressing social problems, its human poverty and distress, its vice and political corruption, opened up a new world to the boy and fired his ambition for the correction of some of the social injustice which he saw everywhere about him. From this time Creel has been an insurgent and a social and political crusader.

In the spring of 1899 with a companion, Arthur Grissom, he returned to Kansas City with the purpose of establishing an independent magazine. The Kansas City *Independent* was the result and the first issue appeared in March of that year. Neither of the editors possessed a dollar of capital but by solicitation among the business men they collected in advance enough subscriptions at a dollar a year to launch the publication.

For the founding of a magazine with political reform for its aim a less promising spot could hardly have been selected than Kansas City of the nineties. On one side was Kansas with the tradition of a half century of Repulican orthodoxy; on the other side Missouri prided itself upon nearly thirty years of unbroken Democratic control. In Kansas City itself machine politics was in the saddle and political dissenters were universally looked upon with suspicion and distrust.

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After ten months Grissom withdrew from the partnership and Creel became sole proprietor of the *Independent*. Month after month he trained his editorial guns upon the breastworks of political corruption and graft in city and state government. It was a fight every hour of the twenty-four, and worst of all, every exposure of political crookedness seemed to affect adversely one or more of his best advertisers.

Politically Creel was a Democrat, but he always spelled the word with a small "d." As he expressed it in one of his early editorials: "When a man becomes so besotted with partisan prejudice as to exalt party above the interest of the community, state or county, that moment he ceases to be a good citizen."

When Folk was swept into the executive office in Missouri in 1904 upon the crest of the reform wave, Creel supported the administration with the zeal of a medieval crusader and when Folk was succeeded by the administration of Hadley he supported the Republican governor just as heartily.

Matters now began to improve. Creel was out of debt and moreover his magazine was beginning to make money, but as the year 1909 drew to a close his attention was attracted by a movement then going on in Denver. A fighting young Missouri lawyer, John F. Shafroth, had just been elected governor of Colorado and had announced his intention to clean up state politics. In Denver, events foreshadowed an approaching crisis in the long drawn out contest between special privilege and the people, a crisis hastened by the startling exposure of Denver machine politics by Judge Ben B. Lindsey in "The Beast and the Jungle," a series of articles then appearing in *Everybody's Magazine*.

To one of Creel's ardent nature such a situation held a promise that made life in Kansas City seem prosaic indeed, and he determined to take a hand in the contest at the first opportunity. The opportunity came the following spring and Creel didn't wait to sell his paper; he gave it away to two young ladies who were eager to become publishers; and with just $50 in his pocket landed in Denver to begin work as editorial writer on the Denver *Post*.

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In the midst of this whirlpool of contending political forces Creel appeared in Denver in the spring of 1910, just in time to take part in the campaign for municipal ownership which was up for consideration at the spring election. Municipal ownership won. Public sentiment now demanded of the next legislature a direct primary law and the adoption of the initiative and referendum. The lower house responded, but the senate, long the stronghold of special interests, held up the measures. Creel promptly turned the spotlight upon the recalcitrant legislators, whom he referred to as "scarlet letter senators," and declared that certain members of the state senate "deserved to be hanged." This bold statement naturally stirred up a tempest and the result was a libel suit against the *Post*. The verdict was a victory for the paper and the cause of good government and the senate was forced to accede to the popular demand.

As a journalist Creel was as conscientious as he was daring. Judge Ben B. Lindsey of Denver in referring to Creel's sincerity writes:

"I met him under rather peculiar circumstances. It was during the days of the Beast and Jungle stories, when the special interests here had turned all their batteries against me. Creel was brought here by our largest newspaper—then opposing me bitterly. He was expecting to conduct his editorial page in a tirade against me and my exposure then running in *Everybody's Magazine*. I did not know him. But when this newspaper gathered its corporation tools about the table and laid their cards down, Creel discovered that they had absolutely nothing against me. He not only refused to do their bidding, but became one of my staunchest supporters."

Creel's greatest test came late in 1910. In the city election of that year a citizen's ticket backed by Judge Lindsey and the good government forces was in the field. In the midst of the campaign the owners of the Denver *Post*, which had been supporting the citizen's ticket, suddenly announced a change of policy. Two courses of action lay open to Creel—support of a policy at variance with his own convictions or a

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resignation. He promptly resigned from the staff of the *Post* and continued his suport of the citizen's ticket from the stump.

Without employment and without funds, Creel now found himself shunned by his best friends who accused him of disloyalty to his employers. Heckled by a machine controlled press, censured and abused by those whom he had regarded as friends, Creel sought peace of mind with his loyal friend, Thomas J. Tynan, warden of the state prison at Canon City.

Crell and Tynan had come to Denver about the same time. Both men were interested in the cause of political and social reform, both were idealistic, and naturally a warm friendship sprang up between them. A few weeks at Canon City, the companionship of the strapping, good natured Irish warden, whom he accompanied on numerous inspection trips to the various prison camps and prison farms, was just the tonic he needed and Creel emerged with vision cleared, ready to take up anew the battle for social justice.

Leaving Denver for New York, he now took up magazine work, but the fight for good government in Denver had only begun and the good government forces felt the need of his vigorous pen in overturning special privilege there. During the summer of 1911 Creel was brought back to Denver, this time as an editorial writer on the *Rocky Mountain News*. He arrived just in time to take part in the fight for commission government which was just then opening in Denver, the final adoption of which Judge Lindsey says was "due almost entirely to Creel's initiative." A petition signed by 20,000 citizens demanded a vote on commission government. The city administration ignored the popular demand and threw the petitions in the waste basket.

The long pending storm broke in January, 1912, when Mayor Speer attempted to remove Henry J. Arnold, city assessor, because of his refusal to extend an additional levy upon the tax warrants without the consent of the voters. Armed men, tools of the corporation ring and the mayor raided Assessor Arnold's office at night and threw him into

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the street. This act of wanton violence created consternation in Denver. In the columns of the *Rocky Mountain News* for the following day Creel voiced the popular indignation by calling for a mass meeting to protest against these acts of "anarchy, violence and riot."

On a bitter January day 35,000 citizens gathered on capitol lawn and adopted resolutions drawn up by Creel which declared that "public endurance nears its end and popular patience rushes to its limits," and calling upon the city administration to repudiate the act of lawlessness, "to the end that the majesty of the law may be upheld and the shadow of anarchy lifted from our liberties."

The time of the spring election was approaching and at another popular mass meeting Creel put forward Arnold, the deposed assessor for mayor. A full citizen's ticket was again put in the field and an oath was administered to Arnold and the rest of the candidates pledging a vote on commission government in the event of their election.

The entire citizen's ticket was elected, but almost immediately there was friction between Creel and the mayor. Arnold felt incline to regard his election as personal victory and proceeded to use his office as a vantage point from which to hand out appointments to his friends. Creel began to doubt the mayor's sincerity and in order that he might be in a position to insist upon the carrying out of the administration pledge, he secured for himself the appointment as police commissioner, at the same time announcing his intention to resign at the end of six months.

For the first time in his life Creel now found himself with an administrative office on his hands. He found Denver in the grip of a serious social evil. For years the city's red light district had been one of the most notorious vice spots in the world. Now Creel had some very definite ideas about the control of such evils. "The only way to eliminate social evils," said he, "is to remove the social and economic causes which produce them."

He began by shutting off the supply of liquor to the houses, by the removal of all electric pianos, and by rigid

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police surveillance. When his two associates on the board began to interfere with the effectiveness of these curbs Creel adopted vigorous measures for bringing the question to the attention of the public. He began arresting squads of the women daily and placing them in detention where blood tests were made. These tests revealed that nearly sixty-five per cent of the women were diseased and that one-third of them might be reclaimed.

The breach between Creel and the other members of the police board grew constantly wider. They smothered his social reform measures by outvoting him. Not content with merely administering existing laws, Creel now entered upon a campaign for twelve new pieces of legislation to be submitted at the first election under the new initiative and referendum law. He continued also to urge upon the administration the redemption of its pledge to give the people commission government. His days he devoted to police work; his nights to editorial work on the *Rocky Mountain News*.

All this time, too, Creel was preparing to be married. While dramatic critic for one of the New York newspapers he had met Blanche Bates, the noted actress, and their engagement was announced just as affairs in Denver were, for a second time, drawing to a crisis. During the summer of 1912 a dramatic element was added to the situation in Denver by the arrival of Miss Bates to take part in the campaign for the social legislation which Creel was advocating.

Of the twelve amendments which Creel was urging, seven were adopted.

With the sanction of the mayor, Creel's two associates on the police board determined to force him out of office. A secret order went out from the police board restoring the electric pianos in the resorts and allowing the sale of liquor to be resumed.

Deeply chagrined and disappointed at the defeat of all his plans for social reconstruction, Creel determined to force his enemies to lay down their cards. One morning he entered the office with a very innocent looking resolution which

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he had prepared, declaring that members of the Fire and Police Departments should not drink on duty, and a further clause admonishing the commissioners themselves to set the example. According to Peter Clark MacFarlane this conversation followed:

"I am against that last paragraph," Commissioner McGrew cried, "strike it out and I'll vote for your resolution."

"That last paragraph is the point of the whole resolution," replied Creel truculently, addressing McGrew, "you have rarely drawn a sober breath since you came upon the board. There have been mornings when you have lurched in here with your eyes blackened as the result of low saloon rows, looking like any bum."

As a result of that simple speech Creel was suspended by the mayor, McGrew resigned, and the second of Creel's famous Denver fights was on. He now became the target for abuse from every quarter. Pending the trial his enemies attacked his private life. They ransacked Denver for evidence against him, but the churches, ministers and non-political clubs rallied to his support; they dispatched a special representative to Kansas City to delve into his past there, but without Creel's solicitation a 300-word telegram of endorsement and recommendation was forwarded to him over the signatures of the mayor and twenty-six other leading citizens of that city.

Creel's trial was set for the day following the election on commission government. The adoption of that measure by a vote of more than two to one was generally regarded as a victory for Creel. So emphatic was the vindication that Creel's case was never allowed to come to trial. Instead he was fired summarily and unceremoniously from the police commission by the mayor. Immediately there was a move to make him a candidate for commissioner under the new plan at the May election but he declined.

He now turned his attention again to magazine work and during the year 1914 contributed a series of articles on the Colorado industrial troubles. With characteristic vigor he arraigned the Rockefeller interests for its "inhumanity

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and its hyprocrisy" in the treatment of its employees. For a time he was associated with Frank P. Walsh, chairman of the Industrial Relations Commission, during the investigations by that body of the Colorado labor troubles.

During the presidential campaign of 1916 Creel shared with Robert W. Wooley the publicity work in the campaign which re-elected President Wilson. In April, 1917, when the President began looking about for a writer "of proved courage, ability and vision" to take charge of the newly created Bureau of Public Information at Washington it was obvious that Creel was the man indicated.

Creel is a born fighter "and when he fights," says Mark Sullivan in *Collier's*, "he uses fists, feet, fingers, teeth, nails and head—to say nothing of a most richly endowed tongue." Indeed Mr. Sullivan is quite certain that if he were called upon to select a "very good man to throw a bomb at the Kaiser, or to pull von Tirpitz's whiskers out by the roots," he would designate Creel without the slightest hesitancy as the ideal man for the job.

The courage of the man darts out from the piercing brown eyes and is further attested by the sharp inturn of the nostrils at the base and the manner in which they quiver with excitement. The mouth is generous proportioned, the lips full and red—"the lip of abandon," Peter Clark Macfarlane calls it, and adds: "If this lip started wrong, everything his enemies might say of George Creel might be true."

To his friends, Creel is loyal and generous; for those in distress he will do almost anything. But those whom he dislikes he dislikes with a vengeance. Intensity is the word that expresses it.

Many assert that Creel is unsuited for a delicately judicial job. Creel himself recognizes his lack of fitness for administrative work and has consistently refused to seek political office. The editor of *Collier's* is sure President Wilson "did Creel no service when he made him chairman of the Committee on Public Information. "The truth is," says Mr. Sullivan, "Creel is out of place in any administration. The role that nature made him for is outside raising Cain."

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HISTORICAL ARTICLES IN MISSOURI NEWSPAPERS.

June-July-August, 1917.

Andrew County. Savannah, *Reporter*
Aug. 10. When the parents of Ohio's former governor, Frank B. Willis, lived in Andrew county—some incidents of pioneer life in Missouri in 1859.

Atchison County. Rockport, *Atchison County Journal*
June 14. Historical sketch of Rockport Christian church, established in 1844.

———— ———— *Atchison County Mail*
June 22. Crossing the plains in '57. A true narrative of a journey from Missouri to California by ox team, by William A. Maxwell. See later issues.
Aug. 10. Sketch of the life of F. W. Walter, Atchison county pioneer merchant.
Aug. 24. Sketch of the life of Henry Dankers, Northwest Missouri pioneer.

Audrain County. Mexico, *Ledger* (Weekly)
July 26. An incident of Indian days in Pike county. Memorial service in honor of Robert Gordon, Pike county pioneer.

Barry County. Cassville, *Democrat*
June 9. Names of soldiers in Oak Hill cemetery.

———— Monett, *Times*
June 1. Brief historical sketch of Eagle Post, G. A. R., by O. Barker.

Barton County. Lamar, *Democrat*
Aug. 23. Some recollections of Barton county during the Civil War.

Bates County. Adrian, *Journal*
June 7. Sketch of the life of Capt. Thomas R. Cumming, Union veteran.

———— Rich Hill, *Western Enterprise*
June 15. Sketch of the life of Major D. H. Wilson, Union veteran and pioneer Bates county merchant.

Benton County. Warsaw, *Benton County Enterprise*
Aug. 31. Some early Warsaw newspaper history.

Boone County. Ashland, *Bugle*
June 21. Some history of Old Cedar Primitive Baptist church organized in 1821.

———— Centralia, *Fireside Guard*
June 1. Reminiscences of early school days in Centralia.
Aug. 3. Those old time picnics.

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———— Columbia, *Missourian*

June 8. Pictures of the members of the class of 1877 at the University of Missouri and the faculty men who taught them.

June 17. Biographical sketch of Brigadier General E. H. Crowder, a Missourian who has become judge advocate general of U. S. Army and head of the National draft.

June 22. Historical sketch of Ashland Christian church, first Christian church in Missouri.

July 1. Some history of Bethel church, first Baptist church in Boone county. See also issue of July 2.

July 5. Sketch of the life of Dr. W. S. Woods, Missouri physician, banker and founder of William Woods College, Fulton.

Aug. 3. Recollections of seventy-two years in Boone county, by Mrs. Mary W. Jacobs.

Aug. 6. Setting newspaper ideals in 1808—when Joseph Charless began, in St. Louis, the publication of the first newspaper west of the Mississippi river. See also issues of August 7, 8.

Aug. 22. Central Missouri's first editor—the work of Nathaniel Patten who founded, at Old Franklin, the second (third) newspaper in Missouri.

Aug. 31. Sixty years of banking in Columbia—historical sketch of the Boone County National Bank and its founders.
When Washington Irving visited Columbia.

———— Columbia, *Times*

June 1. Some descriptions of Missouri in the early days, from the writings of European travelers, by F. A. Sampson.

June 5. Descriptions of the New Madrid earthquake and an account of a voyage up the Mississippi in 1811. From the writings of Charles J. Latrobe, by F. A. Sampson.

June 10. Travels in Missouri, 1808-10, from the writings of John Bradbury, by F. A. Sampson.

———— ———— *Tribune*

June 13. Some incidents in the life of Charles H. Grasty, Columbia man who went with Pershing Expedition to France as special correspondent for New York *Times*.

June 14. Some early history of Old Cedar Primitive Baptist church in Callaway county.

Aug. 15. Roster and historical sketch of Company I, Fifth Missouri infantry, Columbia's volunteers in Spanish-American War.

Buchanan County. DeKalb, *Tribune*

Aug. 24. Some recollections of DeKalb in the days before the Civil War, by W. A. Bowen.

Aug. 31. Reminiscences of people and incidents in DeKalb and vicinity during the fifties and sixties, by W. A. Bowen.

———— St. Joseph, *Gazette*

July 8. Recollections of Col. Abel M. Saxton, one of St. Joseph's earliest merchants, by Herbert F. M'Dougal.

July 29. When St. Joseph was the outpost of civilization to returning miners from gold fields of West.
Some recollections of the sixties, by H. F. M'Dougal.

Aug. 5. When Missourians were drafted for the army fifty-four years ago.

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Aug. 18. Some experiences of the state's first rural mail carrier who made his first trip from Maryville, March 1, 1899.
Aug. 26. Some of St. Joseph's historic spots.
When St. Joseph was a hamlet of 600, by H. F. M'Dougal.
Recollections of St. Joseph during the Civil War.

———— ———— *Observer*
Aug. 11. When Schuyler Colfax, former vice-president, spoke in St. Joseph in 1881, as recalled by C. N. Van Pelt.
Recollections of John Jones, peanut vender and famous character in early days of the Nodaway Valley branch of the Burlington Railroad.
Aug. 25. The battle of Lone Jack as recalled by "Cyclone" Thompson, one of the survivors.

Caldwell County, Hamilton, *Hamiltonian*
June 21. Sketch of the life of Dr. Clayton Tiffin, Missouri pioneer and Union veteran.

Callaway County. Fulton, *Gazette*
June 7. An account of the battle of Springfield with names of Callaway county men killed. From an old Fulton newspaper.
June 21. Some history of Fulton State Hospital from 1866 to 1874.
July 5. Callaway county companies in four wars, with a list of the members of Company M, during Spanish-American War.
Aug. 9. When country jeans were made in Fulton.

Carroll County. Carrollton, *Democrat*
Aug. 31. Some Mark Twain letters written to a Missouri friend during the late fifties.

———— ———— *Republican-Record*
Aug. 30. How men were drafted for army service in 1863. When the Carroll county company left for the front in 1846.

Carter County. Van Buren, *Current Local*
Aug. 23. The historic old Springfield and Ste. Genevieve Trail.

Cass County. Belton, *Herald*
June 7. Historical sketch of Belton M. E. Church, South.

———— Harrisonville, *Cass County Democrat*
June 7. Missouri by-gones. Some recollections of Glasgow, in the fifties, by Frank H. Brooks. See also issue of June 14.
June 21. Sketch of the life of Col. Henry H. Gregg, Union veteran, founder of Seneca, Newton county, and former candidate for Congress.
A voyage up the Missouri river during the fifties, by Frank H. Brooks.
June 28. The Missouri river as the great inland trade artery of the fifties, by Frank H. Brooks.
July 5. St. Joseph and the "Black Snake" hills as they were in the middle fifties, by Frank H. Brooks.
Harrisonville of the early seventies, by Constantine Kelley.
July 12. Merchandising in St. Joseph in 1855, with some recollections of A. M. Saxton, pioneer merchant, and James Craig, early politician, by Frank H. Brooks.

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July 19. How the first Free Soil meeting in St. Joseph was broken up.
July 26. How "Old Man Pater" entertained the eastern and English capitalists—Judge Joseph P. Grubb, an early member of the St. Joseph bar, by Frank H. Brooks.
Aug. 2. When the Hannibal & St. Joseph railroad ran its first train into St. Joseph.
Aug. 9. Harrisonville as it was in 1896, as recalled by Paul W. Lisle.
Jacob T. Child and Francis M. Posegate, two of early business men who helped to make St. Joseph famous, by Frank H. Brooks.
Aug. 16. St. Joseph's early "rose garden of girls" as recalled by Frank H. Brooks.
Aug. 23. Olden times in Harrisonville, by Paul W. Lisle.
Aug. 23. Colonel Leonidas M. Lawson, the Chesterfield of St. Joseph, scholar, lawyer and famous orator.
Aug. 30. Some school masters of St. Joseph, in the fifties.

———— Harrisonville, *Cass County Leader*
July 19. Sketch of the life of J. H. Dorsett, former Cass county legislator.

———— Pleasant Hill, *Times*
July 13. Recollections of Lieut. William Smith, a Cass county man who lost his life in the charge at San Juan Hill.
How "Dark Corner" school district got its name, with some recollections of the battle of Lone Jack.
Aug. 24. A Civil War tragedy recalled by erection of monument over grave of Capt. William Lucas.

Chariton County. Salisbury, *Press-Spectator*
Aug. 17. Historical sketch of Asbury M. E. Church.
Aug. 31. History of Mt. Pleasant Association of Baptist churches, recalled upon its centennial anniversary.

Clark County. Kahoka, *Gazette-Herald*
July 13. Side lights on Clark county history, by J. A. Jenkins.

Clay County. Liberty, *Advance*
July 27. Elder William Thorp—the first minister in Clay county, by D. C. Allen.

———— ———— *Tribune*
June 22. Early days in Missouri. First of a series of articles written by the late Judge Joseph Thorp, relating the experiences of some of the first settlers in the Boone's Lick country following the year 1809. See also issues of July 6, 13; Aug. 10, 24, 31.

Cole County. Jefferson City, *Democrat-Tribune*
Aug. 24. A country editor who is a power—some incidents in the life of Omar D. Gray, editor of Sturgeon Leader, by Charles G. Ross. Reprinted from the *American Magazine*.

Cooper County. Boonville, *Advertiser*
July 6. Historical sketch of Mt. Hermon Baptist church near Boonville, organized 1868.
July 27. The founding of Boonville recalled upon its centennial anniversary.

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———— ———— *Central Missouri Republican*

July 5. A relic of Shelby's raid, with some incidents of Boonville when the Confederates came in 1863.

July 12. When Frederick William, king of Prussia, brought suit in a Missouri court.

Dade County. Greenfield, *Vedette*

June 7. Some early day experiences of Samuel Wheeler, Dade county's oldest citizen.

Daviess County. Gallatin, *North Missourian*

July 12. Sketch of the life of Benton Miller, Union veteran and former Daviess county official.

Aug. 23. Sketch of the life of Captain Amos Poe, Union veteran and Missouri pioneer. From Kansas City *Journal*.

Dunklin County. Kennett, *Dunklin Democrat*

July 6. Sketch of the life of Senator C. P. Hawkins, Dunklin county attorney and state senator.

Aug. 17. Some incidents in the life of Rev. James C. Thompson, who was banished from Missouri in 1862 on the charge of "being a Southern Methodist preacher."

Franklin County. Union, *Franklin County Tribune*

Aug. 17. Sketch of the life of Charles F. Gallenkamp, Franklin county official and lawyer.

Gentry County. Albany, *Capital*

Aug. 9. Sketch of the life of S. W. Clark, Gentry county pioneer, Union veteran and former county official.

Pershing—The romance of a Missouri youth who rose to be leader of America's army in France, by Charles N. Lurie.

———— King City, *Chronicle*

July 30. The old sod fort—an incident of the Civil War in Gentry county.

———— ———— *Democrat*

June 1. Roster of King City Post No. 86, Civil War veterans, with list of deceased members.

Greene County. Springfield, *Leader*

June 4. Some incidents in the life of William C. Simpson, Missouri pioneer and Mexican War veteran, as recalled upon his 106th birthday.

June 16. Sketch of the life of James R. Waddill, early Springfield attorney, newspaper man and former Missouri Congressman.

Aug. 5. Some incidents of sixty years in Springfield, recalled by Martin J. Hubble, captain of home guards during Civil War and one of founders of Drury College.

Aug. 26. Some history of "Old Wire road" near Lebanon, a part of the government highway between St. Louis and Springfield before the war.

———— ———— *Republican*

June 17. The Ozarks of today and yesterday. Reprinted from *Christian Science Monitor*.

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Grundy County. Trenton, *Republican and Tribune*
June 14. When Pershing was appointed to West Point. Recollections of Rev. J. H. Burrows, who made the appointment.

Harrison County. Bethany, *Clipper*
July 12. Sketch of the life of Norton Butler, former county official and one of the first white children born in Harrison county.
Aug. 9. Harrison county's first newspaper.

———— Cainsville, *News*
July 19. Some incidents in the life of Rev. J. H. Burrows, former Missouri congressman who appointed General Pershing to West Point.

Henry County. Windsor, *Review*
July 5. Some Windsor church history. Reprinted from *Henry County Disciple.*

Holt County. Oregon, *Holt County Sentinel*
July 27. Some history of Richville.
Aug. 10. Holt county soldiers in other wars.
Aug. 24. Sketch of the life of Henry A. Dankers, last of the original settlers of Lincoln township, Holt county.

Howard County. Fayette, *Advertiser*
July 4. Sketch of the life of Capt. James H. Waters, Confederate veteran and member of Walker filibustering expedition.
July 18. Sketch of the life of Stephen Minor Yeaman, former St. Louis newspaper man and later editor of Fayette *Advertiser.*
Aug. 15. Historical sketch of Asbury M. E. Church, South.

———— Glasgow, *Missourian*
June 7. South Glasgow school teachers of sixty years ago.
June 14. Tales of Glasgow sixty years ago. An appendix to the recollections of Frank H. Brooks.
July 5. Sketch of the life of Dr. J. W. Hawkins, Confederate veteran and for fifty years a Missouri physician.

Iron County. Ironton, *Iron County Register*
June 21. Some history of Arcadia College.

Jackson County. Kansas City, *Catholic Register*
June 14. Historical sketch of St. Peter and St. Paul Catholic church, second Catholic parish established in Kansas City.

———— ———— *Journal*
July 6. Sketch of the life of Dr. William S. Woods, Kansas City financier and benefactor of William Woods College at Fulton.

———— ———— *Post*
Aug. 19. Laclede and the boyhood of General Pershing, by Edgar White.

———— ———— *Star*
June 5. Sketch of the life of Col. John W. Moore, former mayor of Kansas City, Union veteran and owner of first roller mill in Kansas City. See also Kansas City *Times* for June 6.

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June 7. Recollections of Central High School, Kansas City, forty years ago.
June 14. Location of the first high school in Kansas City, by George Kumpf.
July 22. A famous Missouri belle—some incidents of pioneer days as recalled by death of Anna Eliza Polk.
Aug. 6. When Francis Lynde, railroad man and novelist, lived in Kansas City.
Aug. 12. Zodiac, a forgotten Missouri health resort.
Aug. 22. Quantrill and his men—some recollections of famous guerrilla band upon occasion of annual reunion.
Aug. 26. Some experiences of a newsboy on the North Missouri Railroad during the Civil War.
Where Frank James got his bride.

———— ———— *Times*
June 7. Early days at Central High School as recalled by Dr. W. C. Norris.
June 29. Kansas City in 1849 as recalled by Robert S. Brown.
Rev. Father Donnelly, the pioneer priest of the Missouri Valley.
July 9. Sketch of the life of R. C. Walpole, Kansas City pioneer.

———— Oak Grove, *Banner*
July 13. Sketch of the life of John W. Koger, Confederate veteran and member of Quantrill's band.

Jasper County. Carthage, *Press*
June 7. Historical sketch of First Presbyterian church, Carthage, organized 1867.
June 14. Sketch of the life of George W. Howenstein, Union veteran and former mayor of Carthage.
June 28. An incident of the Civil War in Southwest Missouri as recalled by Mrs. A. F. Wise.
July 5. Seventy-five years of Carthage history. An excellent historical summary upon anniversary of the founding of Carthage.
July 15. The battle of Carthage, as recalled by George Knight, a member of Gen. Sigel's command.
July 19. Jasper county in 1860 as recalled by T. L. Cone.
Aug. 9. Some history of Carthage Presbyterian church.

———— Joplin, *Globe*
June 22. Sketch of the life of Col. H. H. Gregg, Union veteran, one of the founders of Seneca and former candidate for Congress.
Aug. 19. Chronology of early days in Jasper county.
Jasper county industrial edition.

Jefferson County. DeSoto, *Jefferson County Republican*
Aug. 2. How General Pershing's father saved the flag—an incident of Civil War days in Linn county, from Chicago *Evening Post*.

Johnson County. Warrensburg, *Standard-Herald*
Aug. 3. Normal school reminiscences, by Henry C. Pike.

Laclede County. Conway, *Record*
Aug. 30. Laclede County during the war. From a letter written at Raleigh, Missouri, Jan. 8, 1862.

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———— Lebanon, *Rustic*
Aug. 16. Sketch of the life of Richard J. Wickersham, Confederate veteran.

Lafayette County. Lexington, *Intelligencer*
June 15. Some of Lafayette county's old settlers with a brief biographical sketch of each.

———— Wellington, *News*
Aug. 9. Some experiences in Missouri during the fifties and sixties, by Tubman L. Bedsworth.

Lawrence County. Peirce City, *Journal*
Aug. 10. The military record of Col. W. A. Raupp, mayor of Peirce City who has had thirty years' experience in the National guard.

Linn County. Brookfield, *Gazette*
June 16. When the first fair was held in Brookfield in 1868.
June 23. An old time Missouri fair. Recollections of Brookfield in 1870.
July 7. A Linn county political campaign of 1870.
An old Brookfield landmark—some history of old business house erected in 1868.
Aug. 11. Recollections of a Linn county soldier of fifty years ago. See also issues of August 18, 25.

———— Marceline, *Herald*
Aug. 10. Some recollections of Missouri sixty years ago, by Charles N. Mitchell.

———— Laclede, *Blade*
July 20. Some Pershing family history, by Rev. Dr. J. H. Pershing, relative of the famous general.

Livingston County. Chillicothe, *Constitution*
Aug. 23. Sketch of the life of Capt. W. F. Woolsey, Confederate veteran.

Macon County. Macon, *Republican*
Aug. 17. A few historic points along the Daniel Boone Trail, by Edgar White.

Marion County. Hannibal, *Courier-Post*
July 28. Sketch of the life of John A. Knott, editor of *Hannibal Morning Journal* and former state official.
Aug. 16. Sketch of the life of Thomas Higgins, Union veteran of Civil War who received medal from Congress for "gallantry in action."
Aug. 24. The evolution of steamboat navigation on the Mississippi, by an old riverman.

———— Palmyra, *Spectator*
June 27. Reminiscences of Little Union community, during the forties, by J. W. Ayres.
July 11. Recollections of early Missouri customs and conditions, by J. W. Ayres.
An incident of Palmyra before the war. Reprinted from the Palmyra *Spectator*, Dec. 22, 1892.

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Character sketch of William Muldrow—a forgotten Missourian of the early days.
July 18. Recollections of former days in Marion county, by J. W. Ayres.
Aug. 1. When Turchin's "Zouaves" raided Marion county—other recollections of the Civil War in Northeast Missouri, by J. W. Ayres.
Aug. 29. How Tom Lear sold his cockleburs—anecdotes of former days in Marion county.
Hannibal of the forties and fifties, by J. W. Ayres.
How the present national army camps were named.

Moniteau County. California, *Democrat*
Aug. 23. Historical sketch of Moniteau National Bank upon fiftieth anniversary.

Monroe County. Monroe City, *News*
July 31. Some history of Indian Creek and St. Stephens church.
Aug. 14. Monroe county's contribution to the army draft in 1865—the only Civil War engagement on Monroe county soil.

———— Paris, *Appeal*
June 8. Historical sketch of Paris Baptist church.
July 13. Sketch of the life of Dr. J. S. Drake, pioneer Monroe county physician and descendant of Sir Francis Drake.

———— ———— *Mercury*
June 8. Recollections of Col. A. W. Doniphan as an orator, by D. C. Allen.
June 15. Historical sketch of Union Christian church.

Montgomery County. Montgomery City, *Standard*
June 22. Sometory of Montgomery City Methodist church.
———— New Florence, *Montgomery County Leader*
June 29. When Bill Anderson, famous guerrilla chieftain, visited Carroll county, as recalled by R. J. Allen.

Morgan County. Versailles, *Statesman*
Aug. 2. The Mennonites in Missouri—historical facts regarding the organization in 1866 of Bethel Mennonite church in Moniteau county, oldest Mennonite church in Missouri.
Aug. 9. Sketch of the life of Capt. I. C. Legere, Union veteran and former Missouri legislator.
Aug. 16. When Versailles was young—conditions in Morgan county seventy-five years ago as revealed by old merchant's account book.
Aug. 23. Sketch of the life of J. W. Kauffman, Missouri legislator.

Newton County. Neosho, *Miner and Mechanic*
Aug. 17. Sketch of the life of Capt. H. F. Jones, Union veteran.

Nodaway County. Maryville, *Tribune* (Daily)
Aug. 11. Maryville as it was in 1871.

Osage County. Linn, *Unterrified Democrat*
June 21. List of marriages in Osage county, 1889. See also issues of July 12, 19.

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Pettis County. Sedalia, *Bazoo Monthly*
July —. Scott, the lawyer—an incident of Sedalia fifty years ago.

Pike County. Bowling Green, *Times*
June 28. Some history of the county seat at Louisiana and Bowling Green, by I. Walter Basye.
Aug. 2. Some history of the Murray family, by I. Walter Basye.

———— Louisiana, *Pike County News*
June 7. Pike county's first courthouse.

———— ———— *Press-Journal*
July 12. Some history of early Pike county courthouse, erected 1823, by C. M. Houchins.

Polk County. Bolivar, *Herald*
Aug. 30. Three years with the Confederate army, an appendix to the life history of T. W. Simpson.

———— Humansville, *Star-Leader*
Aug. 31. The beginnings of Humansville, by B. F. Lawler.

Putnam County. Unionville, *Putnam County Journal*
June 8. Recollections of an early day Missouri postoffice, by Tom H. Jones.

Ralls County. New London, *Ralls County Record*
June 1. Some history of Nadine school.

———— Perry, *Enterprise*
July 19. Biographical sketch of P. H. Cullen, Missouri lawyer and former editor of Perry *Pioneer*.

Ray County. Richmond, *Conservator*
June 21. Sketch of the life of Capt. Clayton Tiffin, Missouri physician and Union veteran.
July 12. How Ray county towns were named, by W. Earle Dye.
Aug. 9. Col. A. W. Doniphan—the Missourian history forgot. Some incidents recalled upon thirtieth anniversary of his death.
Aug. 16. Some history of Richmond Methodist Episcopal church.

———— ———— *Missourian*
Aug. 23. Civil War diary of Lieut. Colonel Finley L. Hubbell, a Missourian in the Confederate army. See also issue of August 30th.

St. Charles County. St. Charles, *Banner-News*
Aug. 2. Letters by Mrs. Mary E. Sibley, founder of Lindenwood College, written during Civil War.

———— ———— *Cosmos-Monitor*
June 27. Sketch of the life of R. C. Haensler, lawyer and Missouri legislator.

St. Francois County. Bonne Terre, *Star*
July 20. Sketch of the life of John W. Fraser, former Missouri legislator.

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———— Farmington, *Times*

June 1. Historical sketch of Libertyville Christian church since 1838.

St. Louis (City). *The Church Progress*

June 7. Early missionaries in Mississippi Valley, 1653 to 1790. One of a series of articles on Missouri Catholic history, by Rev. John Rothensteiner.

June 14. The Trappist monks in the Mississippi Valley. See also issue of June 21.

June 28. Conditions of Catholic church in Upper Louisiana at opening of nineteenth century. See also issue of July 5.

July 12. How St. Louis became the head of Missouri Catholicism in place of Ste. Genevieve. History of Springfield Catholicism since 1866.

July 19. The coming of the Lazarists.

July 26. The arrival of Bishop Du Bourg in St. Louis 1818—The country and its people.

Aug. 2. Bishop Du Bourg in St. Louis—the old brick cathedral and the St. Louis college, 1818-1835. See also issue of August 9.

Aug. 16. "The Barrens," Perry county, in the twenties—some experiences of a missionary. See also issue of August 23.

Aug. 30. Religious conditions in St. Louis in 1827 as described by Bishop Rosati.

———— St. Louis, *Globe-Democrat*

June 17. Missouri pathfinders. List of pioneers from 1793 to 1826 whose names will appear on bronze tablet in Jefferson Memorial Building, St. Louis.

June 18. Sketch of the life of Dent Robert, publisher of San Francisco Examiner, who began his newspaper career in St. Louis.

Aug. 2. Sketch of the life of Henry M. Blossom, pioneer St. Louis business man, music critic and father of Henry M. Blossom, Jr., Missouri playwright.

Aug. 12. How John Mullanphy, St. Louis philanthropist, helped to win the battle of New Orleans.

Aug. 26. Missouri's long lost copper mine—a tradition of Shannon county in the days before the war.

———— ———— *Jewish Voice*

June 1. A chapter from the history of the Jews in St. Louis, by M. Spitz. See also issues of August 24, 31.

———— St. Louis, *Post-Dispatch*

June 1. Sketch of the life of James J. Butler, St. Louis lawyer and former Missouri Congressman.

June 6. Impressions of St. Louis in 1867.

June 10. Some incidents in the career of Major General John J. Pershing, by Rowland Thomas.

July 22. What a private soldier thinks of General Pershing. Intimate view of Missouri's famous military leader by a soldier with first American army in France.

Aug. 19. John Colter's remarkable escape from the Indians. From a suppressed volume of Missouri history.

———— St. Louis, *Republic*

June 3. When Gen. Grant was a St. Louis business man.

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———— *The Western Watchman*
July 6. Founding Mullanphy Hospital and St. Ann's Asylum for Foundlings in St. Louis, the first Catholic hospital and orphans' asylum in the United States.

St. Louis (County). Clayton, *Watchman-Advocate*
June 22. Sketch of the life of Prof. J. B. Breier, first county school superintendent, St. Louis county.
Aug. 3. Some history of St. Joseph's church, Clayton, upon its seventy-fifth anniversary.
Aug. 10. Historical sketch of St. John's church, Bellefontaine.

Saline County. Marshall, *Democrat-News*
July 19. Some history of Marshall newspapers.
July 26. History of Trilumina lodge, A. F. & A. M., by Dr. M. T. Chastain. Sixteenth letter. For previous letters see *Saline County Progress*. See also issue of August 30.

———— ———— *Saline County Progress*
June 1. Sketch of the life of Dr. D. C. Gore, former president State Medical Association.
History of Trilumina lodge, A. F. & A. M., by Dr. M. T. Chastain. See also issues of June 8, 15, 22, 29; July 6, 13.
June 15. Historical sketch of Longwood Methodist Church, South, by Mrs. Mary B. Ezell.

Schuyler County. Queen City, *Leader-Transcript*
June 1. Across the Plains in a prairie schooner in 1850. Diary of a Missourian who joined the gold rush to California. See also issues of June 8, 15, 29; July 13, 20.

Scotland County. Memphis, *Democrat*
June 7. Brief sketch of the Memphis Christian church.

Shelby County. Shelbina, *Democrat*
July 4. Reminiscences of the Mexican War—James S. Barker, the Missourian who traveled on horseback 1,000 miles to enlist.
July 11. Missouri's wild animal farm, by Edgar White.

Sullivan County. Milan, *Standard*
July 5. Sketch of the life of Caleb Payne, Milan banker and former Sullivan county official.

Texas County. Houston, *Herald*
Aug. 30. How Texas county was formed—some early day Missouri history, by Robert Lamar.

———— ———— *Republican*
Aug. 16. When the Texas county records were removed for safe-keeping—some incidents of the Civil War in South Missouri.

Vernon County. Nevada, *Post*
June 1. Sketch of the life of S. A. Wight, pioneer Nevada lawyer and state senator.
June 8. Sketch of the life of Harvey W. Isbell, former Nevada newspaper man and Vernon county official.
June 29. Why Vernon county has never gone Republican—an incident in the life of Senator S. A. Wight, and a bit of local history.

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———————— Sheldon, *Enterprise*
June 15. Sketch of the life of John Croy, one of founders of Sheldon.

Webster County. Marshfield, *Mail*
July 12. Some history of the Hartley family, together with a sketch of the life of Jesse W. Hartley, Webster county's oldest citizen.

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HISTORICAL NEWS AND COMMENTS.

Dr. H. A. Trexler, professor of History and Economics in the University of Montana, has again favored the *Review* with one of his scholarly contributions to Missouri history. A native of Missouri, Doctor Trexler is known to all historical scholars in the field of State history. His "Slavery in Missouri" and his magazine articles are authoritative. Readers of the *Review* are now to be favored with his sketches on the part played by Missourians in the exploring and settling of Montana.

GENERAL.

MISSOURI'S FIRST CENTENNIAL:

Missouri's first petitions for statehood were presented in Congress on January 8, 1818. Three years before on this day, Missouri lead helped General Jackson obtain victory over the British at the Battle of New Orleans. An observance of Missouri's First Centennial Date is being planned in Missouri schools. The Missouri Centennial Committee of One Thousand is endeavoring to arouse interest and Mr. Uel W. Lamkin, State Superintendent of Schools of Missouri, has written a letter to all the county and city superintendents of schools to commemorate the historic day in Missouri history.

Dr. Walter B. Stevens, president of The State Historical Society of Missouri, has written a hundred page pamphlet of exceptional interest and value on "Missourians One Hundred Years Ago," which has been distributed over the State to the public schools and libraries.

The State Historical Society of Missouri will hold its Annual Meeting in Columbia on January 8, 1918, and will observe the historic significance of the day by having a Pioneer Relic Exhibit and a Pioneer Dinner at the Daniel Boone Tavern. Pioneer food and music, toasts and addresses on pioneer subjects delivered by eminent Missourians, will

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be features of the Dinner. Hon. Wm. R. Painter, Chairman of the Missouri State Centennial Committee of One Thousand, will preside. Among other speakers of state renown will be Bishop D. S. Tuttle, of St. Louis; Hon. Geo. A. Mahan, of Hannibal; Mrs. Geo. A. Still, of Kirksville; Archbishop John J. Glennon, of St. Louis; Capt. J. B. White, of Kansas City, Judge John F. Philips, of Kansas City; Judge Henry Lamm, of Sedalia; and Dr. A. Ross Hill, of Columbia.

GENERAL JOHN J. PERSHING:

General Pershing is an active member of this Society and under date of August 17, 1917, in the midst of his heavy military duties, wrote the *Review* in part:

"I congratulate you on the excellent magazine you are turning out. It should be the pride of every Missourian."

"PIONEERING IN MISSOURI":

Through the courtesy of the Missouri Daughters of the American Revolution, this valuable historical illustrated lecture of Mrs. Robert S. Withers, of Liberty, Missouri, with its one hundred and seventy-five lantern slides, has been deposited with The State Historical Society of Missouri. Mrs. Withers compiled this lecture and obtained the fine illustrations on pioneer Missouri while serving as State Historian of the D. A. R. of Missouri. All the D. A. R. local chapters have contributed with financial and other assistance in making this lecture a success. The object desired was the arousing of greater interest in Missouri history. The lecture and pictures will appeal to all Missourians—men, women and children. It is adapted to use in clubs, schools, and public gatherings.

Any reputable organization, school or body, can obtain the loan of the lecture and slides on payment of express charges, and any loss due to breakage, by applying to The State Historical Society of Missouri. A wide circulation of this illustrated lecture is desired by this Society and the D. A. R. of Missouri. Its educational and historical value

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cannot be too highly commended. The Society can personally vouch for its high character. Missourians should take advantage of this opportunity. Booking of dates has already begun.

PERSONAL.

HON. JAMES J. BUTLER: Born in St. Louis, August 22, 1862; died May 31, 1917. At the age of twenty-two he was admitted to the bar and in 1886 was chosen city attorney of St. Louis. In 1900 he was elected to Congress, but was unseated; was again elected in 1902 and again his election was successfully contested by his opponent. In a subsequent election, however, he was elected for a third time and represented the Twelfth Missouri district in the Fifty-seventh Congress. For several years prior to his death he was both both deaf and blind. He was a son of Col. Edward Butler, former St. Louis politician.

HON. J. H. DORSETT: Born in Putnam county, Indiana, April 23, 1843, died near Everett, Cass county, Missouri, July 13, 1917. Since February 22, 1875, he had been a resident of Missouri, and from 1896 to 1898 represented Cass county in the State Legislature.

HON. JOHN W. FRASER: Born in Hopkins county, Kentucky, November 7, 1839; died in Bonne Terre, Missouri, July 13, 1917. From 1888 to 1890 he represented St. Francois county in the Missouri Legislature.

HON. R. C. HAENSSLER: Born at Steinen, Baden, Germany, November 13, 1856; died in St. Charles, Missouri, June 24, 1917. From 1899 to 1903 he was city attorney of St. Charles and since 1912 had represented St. Charles county in the Missouri Legislature.

HON. CHARLES P. HAWKINS: Born in Fulton county, Kentucky, February 15, 1860; came to Dunklin county, Missouri, in 1882 and died in a St. Louis sanitarium July 3, 1917. Since 1893 he had been engaged in the practice of law in Kennett and at the time of his death was a member of the State Senate from the Twenty-first Missouri district.

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HON. J. W. KAUFFMAN: Born in Pennsylvania, May 28, 1860; died August 21, 1917, at his home near Versailles, Missouri. When the Mennonite movement to Morgan and Moniteau counties began soon after the close of the Civil War his father, who was a bishop in the Mennonite church, brought his family to Missouri and settled near Versailles. Mr. Kauffman was county collector of Morgan county from 1895 to 1897, and from 1912 to 1916 represented Morgan county in the Missouri Legislature.

HON. JOHN A. KNOTT: Born in Millersburg, Callaway county, Missouri, June 29, 1854; died in Hannibal, Missouri, July 27, 1917. Together with his brother, W. J. Knott, he engaged in newspaper work at Troy, Missouri, in 1878, establishing the *Lincoln County News*. In 1885 he went to Hannibal and since that time had been editor and one of the owners of the *Hannibal Morning Journal*. In 1902 he was elected a member of the State Railroad and Warehouse Commission and when that office was abolished by the legislature in 1913, was appointed State Oil Inspector by Governor Major. Mr. Knott was a delegate to many Democratic state conventions, was president of the Missouri Press Association in 1893, a member of the Trans-Mississippi Congress, and a member of the committee which located the state fruit experiment station at Mountain Grove.

CAPTAIN ISAAC C. LEGERE: Born in Tennessee, June 20, 1837; died near Versailles, Missouri, August 7, 1917. Before coming to Morgan county, fifteen years ago, Captain Legere had lived successively in Kentucky, Indiana and also in Kansas, where he served one term in the legislature. During the Civil War he served as captain of an Illinois company. He was elected to a seat in the Missouri Legislature in 1908 and again in 1910.

HON. JAMES R. WADDILL: Born in Springfield, Missouri, November 22, 1840; died in Deming, New Mexico, June 14, 1917. For many years he followed the practice of law, first in Springfield and later in St. Louis and for a time during the early sixties was engaged in newspaper work in Springfield on the *Southwest Union Press*, which later became the Spring-

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field *Leader*. Mr. Waddill served successively as city attorney of Springfield, as prosecuting attorney of Greene county, as Congressman from the Sixth Missouri district 1878-80, and as state insurance commissioner, during the administration of Governor Stone.

HON. S. A. WIGHT: Born in St. Lawrence county, New York, in 1839; died in Nevada, Missouri, May 29, 1917. When he came to Vernon county in 1865 for the practice of law he found Nevada only a village. In 1869 he helped incorporate the city and in 1870 was elected representative from Vernon county in the Missouri Legislature. Four years later he was elected and served one term in the State Senate. During the Civil War Mr. Wight was a member of the Thirty-fifth Regiment New York volunteer infantry. For many years Mr. Wight was an active member of the State Historical Society of Missouri.

DR. W. S. WOODS: Born in Columbia, Missouri, November 1, 1840; died at Excelsior Springs, Missouri, July 5, 1917. In the practice of medicine; in mercantile pursuits; in cattle raising, railroad building and banking, Dr. Woods was equally successful and amassed a considerable fortune. With A. E. Stilwell and others he was one of the chief promoters of the Pittsburg & Gulf railroad—now the Kansas City Southern—and later one of the organizers of the Kansas City, Mexico & Orient road. His philanthropies were many including gifts of more than a quarter of a million to William Woods College at Fulton, and in his honor the school was named. Since 1881 Dr. Woods had been engaged in banking in Kansas City where he was president of the National Bank of Commerce.

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THE MISSOURI HISTORICAL REVIEW

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THE MISSOURI HISTORICAL REVIEW

FLOYD C. SHOEMAKER, Editor

Subscription Price $1.00 a Year

The *Missouri Historical Review* is a quarterly magazine devoted to Missouri history, genealogy and literature. It is now being sent to eleven hundred members of the Society. The subscription price is one dollar a year.

Each number of the *Review* contains several articles on Missouri and Missourians. These articles are the result of research work in Missouri history. The style of presentation is as popular as is permissible in a publication of this character.

In addition to the monographs, the *Review* contains a list of books recently published by Missourians or on Missouri, and a list of Missouri historical articles that have appeared in the newspapers of the State. The last is an aid to teachers, editors and writers, and will become even more valuable with age. This journal reviews only those books that relate to Missouri.

Missourians are interested in their State Historical Society. The *Review* appeals to this interest by summarizing the recent activities of the Society. It also does this of other state-wide organizations of a historical or patriotic character. Important historical happenings are also chronicled and members of the Society are urged to make this complete for their section of Missouri. The general Missouri items include biographical sketches of individuals in public life or of historic fame.

Manuscripts and letters on all Missouri subjects of a historical or biographical nature are welcome, and will be read and decided upon with as little delay as possible.

Eleven volumes of the *Review* have been published. A few complete sets are still obtainable from the Society—Vols. 1-11, bound in best library buckram, $37.50; unbound, $22.00. Separate volumes, unbound, except Vol. 1, as follows: Vols. 2, 3 and 6, each $3.00; Vols. 4 and 5, each $2.00; Vols. 7, 8, 9, 10 and 11, each $1.00. Prices of re-prints of most important articles given on request.

All editorial and business communications should be addressed to Floyd C. Shoemaker, Secretary, The State Historical Society of Missouri, Columbia, Missouri.

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THE MISSOURI HISTORICAL REVIEW.

VOL. XII, No. 3. COLUMBIA APRIL, 1918

IN MEMORIAM

FRANCIS ASBURY SAMPSON

1842-1918

FLOYD C. SHOEMAKER

At the close of forty years of collecting *Missouriana* and in compiling Missouri biographies, the work of Francis Asbury Sampson occupies a high position in the history of the State. In this work he had no superior and only one possible equal —his close friend and co-laborer, William Clark Breckenridge, of St. Louis.

From the time of his graduation in the law school of the University of New York in 1868, Mr. Sampson was connected continuously in some way with preserving the records of Missouri up to the time of his death on February 4, 1918. The year of his graduation found him, at the age of twenty-six, enrolled as a member of the Pettis county (Mo.) bar. From that year to 1901, he divided his labors in the practice of law and in the fields of Missouri history, geology and conchology. From 1901 to his first attack of pneumonia in December, 1917, he devoted his efforts to collecting *Missouriana* and writing bibliographies. The fruits of his labors will ever be a monument to his life.

Born in Harrison county, Ohio, on February 6, 1842, Francis Asbury Simpson was of Irish and Welch descent. His father was a native of Ireland and his mother was born

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in Wales. He was educated at the College of the City of New York, graduating in 1865, with the degree of A. B., and three years later received the degree of A. M. He read law two years in Cadiz, Ohio, and was admitted to the bar. Mr. Sampson was a zealous student, attending the law school of the University of New York one year after his admission to the practice of law, and graduating in 1868 as valedictorian of his class.

He then came to Sedalia, Missouri, and formed a law partnership with his brother, General A. J. Sampson, who had preceded him to Missouri and who later became the first Attorney-General of the State of Colorado.

Mr. Sampson held the office of United States Commissioner from 1869 to 1873, and in the latter year was commissioned by Gov. Silas B. Woodson as representative from Missouri to the World's Exposition at Vienna, Austria. From 1870 to 1872 he was associate editor of the *Sedalia Times*. In 1885 he became a member of the Sedalia Board of Education. He was one of the founders of the Sedalia Natural History Society, the Sedalia Public Library, and the Nehemgar Club of Sedalia.

In 1901 Mr. Sampson was elected secretary and librarian of The State Historical Society of Missouri, and held these offices until his resignation in 1915, when he became bibliographer of that institution. He was editor of *The Missouri Historical Review* from 1906 to 1915.

Mr. Sampson married Mrs. Harriet Lacey of Cincinnati in 1869. Three children were born of this union: Mrs. Maybelle Miller and Lacey F. Sampson, both living in New York City; and Leroy Vernon Sampson, who died in 1879, aged nine years. Mrs. Sampson survives her husband and lives with her daughter in New York City.

Mr. Sampson was an active member of the Methodist Church. He was a Mason (K. T.) and a member of the American Historical Association, Mississippi Valley Historical Association and Delta Kappa Epsilon, Phi Beta Kappa.

As a collector, bibliographer and paleontologist, Mr. Sampson was widely known to scholars and scientists. As

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FRANCIS ASBURY SAMPSON
1842-1918

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a paleontologist he specialized in geology and conchology. He made valuable collections of specimens throughout America and Europe, including sixty original type specimens of fossils and shells in Missouri. Twenty-two of these have received his name in recognition of his discoveries. One of his rarest collections was sold to the University of Chicago.

In the field of Missouri history he was a collector and a bibliographer. Here he performed his great labors. He was widely known in this work and was Missouri's most eminent representative. His writings were almost entirely bibliographical. They related to Missouri authors, slavery and Civil War in Missouri, official Missouri publications, Missouri geological and horticultural publications, Missouri newspapers, early travelers in Missouri, Missouri railroads, and early Missouri imprints before 1850. His chief collaborator in these fields was William Clark Breckenridge of St. Louis.

His great service to The State Historical Society of Missouri was in the field of collecting books and pamphlets relating to the State. His vision was broad. No Missouri item was too small or too insignificant to be regarded as unimportant by him. He was especially interested in such ephemeral literature as publications of unofficial bodies. The minutes of religious bodies; the proceedings of such voluntary organizations as the bar and the press; and the advertising and descriptive literature of commercial clubs and real estate companies were as eagerly sought by him as official State reports.

When Mr. Sampson came to Missouri in 1868, little systematic effort was being made to preserve such publications relating to Missouri and her people. For years he stood almost alone as a successful collector in the State. He had a collector's instinct and frequently went to what others would have regarded as unpromising places to obtain material. His search, however, was usually rewarded with some important find.

From 1868 to 1901, thirty-three years, he collected the largest private library on Missouri history in existence. He gave this to The State Historical Society of Missouri on

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becoming secretary. This library consisted of 1,866 books and 14,280 pamphlets. From this nucleus The State Historical Society's library has increased to 60,000 separate titles including 8,000 bound volumes of Missouri newspapers and 100,000 duplicates.

Mr. Sampson's work as a collector and bibliographer is thus described by Mr. Henry O. Severance, secretary of the American Bibliographical Society, who has also compiled a list of Mr. Sampson's bibliographical writings:

"He was an expert collector. He was persistent in his search for material. He compiled for his own use bibliographies of the official publications of the state, of the publications of the institutions of the state, of the fraternal and religious organizations and railroads whose lines traverse the state. These check-lists were kept in small books which he carried with him on his collecting trips, and in which he indicated the items secured. Bibliography and collecting were therefore mutually dependent. His bibliographies were a means to an end—a list of material is necessary before collecting can be done intelligently and successfully.

"I have never seen him happier than when he had secured a rare railroad report which was not in the possession of any other library, or when he was able to pick up an old report of a Missouri religious or fraternal organization which would complete a file for binding or some early newspaper published in Missouri at an early date which was not in the files of any other library.

"His published writings since his connection with The State Historical Society of Missouri have been largely bibliographical compilations. He left incomplete a bibliography of publications printed in Missouri before 1850, which he was compiling in conjunction with W. C. Breckenridge of St. Louis. He was also engaged in revising his Bibliography of Slavery and the Civil War in Missouri.

"Following is a list of them:

History and Publications of the Missouri State Horticultural Society. The Thirty-third Annual Report of the

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State Horticultural Society of Missouri, 1890, p. 437-449. Jefferson City, Mo., 1891.

Bibliography of the Geology of Missouri. Geological Survey of Missouri, Bulletin No. 2, December, 1890, p. 1-176, Jefferson City, Missouri.

Bibliography of Missouri. Encyclopedia of the History of Missouri, Vol. 1, 1901, p. 215-270.

A Catalogue of Publications by Missouri authors and Periodicals of Missouri of 1903 in World's Fair Exhibit in Missouri Building. Columbia, Mo., 1904. 47 p. (Press of E. W. Stephens.)

Official Publications of Missouri Bibliography. Columbia, Mo., 1905. p. 313 to 356. (Reprinted from Bowker's State Publications.)

Bibliography of Missouri State Official Publications for 1905. Missouri Historical Review, Vol. 1, No. 1, October, 1906, p. 85-100.

Bibliography of Missouri State Official Publications of 1906 and 1907. Reprinted from Missouri Historical Review, Vol. 2, No. 4, July, 1908. p. 303-318.

Bibliography of Missouri State Official Publications of 1908 and 1909. Reprinted from Missouri Historical Review, Vol. 4, No. 3, April, 1910. p. 182-200.

Bibliography of Missouri Biography. Reprinted from Missouri Historical Review, Vol. 2, No. 2, January, 1908, p. 131-157.

Bibliography of Slavery and the Civil War in Missouri, by F. A. Sampson and W. C. Breckenridge. Reprinted from Missouri Historical Review, Vol. 2, No. 3, April, 1908, p. 233-248.

Sessions of Missouri Legislature. 1st to 45th. Missouri Historical Review. Vol. 4, No. 1, p. 42-43.

Bibliography of Books of Travel in Missouri. Reprinted from the Missouri Historical Review, Vol. 6, No. 2, January, 1912, p. 64-81.

The New Madrid and Other Earthquakes in Missouri. Proceedings of the Mississippi Valley Historical Association, Vol. 6, p. 218-238. Cedar Rapids. 1913. Reprint.

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The New Madrid and Other Earthquakes of Missouri. Bulletin Seismalogical Society of America. Vol. 3, No. 2, June, 1913. p. 57-71. Reprint.

Same. Missouri Historical Review. Vol. 7, No. 4, July, 1913, p. 179-199.

Bibliography of the Missouri Press Association. Reprinted from Missouri Historical Review. Vol. 9, No. 3, April, 1915. p. 155-176."

* * * * * * *

The last days of Mr. Sampson's were representative of his life. He suffered an attack of pneumonia in December, 1917, and was in the Parker Memorial Hospital of the University of Missouri for weeks. As soon as he had recovered sufficiently to be out of danger, he dictated letters to the clerks of religious denominations requesting minutes of those bodies that were missing in the Society's library. Each day he received with great pleasure, news of historical material recently obtained. He frequently asked to see the pamphlets donated, and handled them with that caressing care that only a true lover of books can bestow. A bound volume of church minutes running back a number of years in the 19th century, which was received during his illness, specially pleased him. He had sought for those pamphlets a quarter of a century and said, "Now, we've got them, and they will never be lost to the people of Missouri."

After recovering in January, Mr. Sampson gradually took up the work which he had been forced to lay down for the first time in forty years thru serious illness. He received the congratulations of his friends with pleasure and appeared to have regained his health. In several weeks he again contracted a cold and on January 30, decided to go to the hospital. His weakened system failed to rally and on Monday morning at ten minutes past seven, February 4, he passed away. The funeral services were held in the Broadway Methodist Church on Thursday, being conducted by Columbia Commandery of Knights Templar. The remains were taken to St. Louis for cremation.

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His life was one of service. He was a scholar and a gentleman. As long as the people of Missouri take pride in the story of their State, will they honor the name of this man who in his quiet way did so much to preserve the records of the commonwealth.

When the evening news lights the morning fires, the popularity or odium of careers is ended. So would it be, if no Sampsons lived, if no historical societies existed. A people who care nothing for their past, will make few records for the future. A state that refuses to preserve her history, will make little history to preserve. Bohemia ceased to be a free nation before this country had a name, but the spirit of nationality is as strong in that land today as in our own. A Bohemian scholar said that his native soil was still national soil through the work of a local historian and a museum center in each district.

In recognition of the labors of Mr. Sampson, The State Historical Society of Missouri adopted the following resolution:

"The death on February 4, 1918, of Francis Asbury Sampson removed a member of the Society staff, whose continued and faithful labor as Secretary, Librarian and Bibliographer has been of large and permanent worth. A result of his devoted work is shown in the library of books and pamphlets which he gave the Society, and from which the Society's library has grown. He was widely known as a collector and bibliographer, and in this field and elsewhere did distinguished service. The committee gratefully acknowledges his service, so valuable to the Society and to the State, and directs that a biographical memorial in his honor be inserted in *The Missouri Historical Review*."

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"MISSOURI'S FIRST CENTENNIAL DAY."

Columbia, Missouri, January 8, 1918.

MOTHER MISSOURI IS CALLING YOU HOME.

You who have wandered to far distant places,
You who have strangers in homeland become,
Come back awhile to the old scenes and faces—
Mother Missouri is calling you home:
Calling her children with tenderest yearning,
Longing to greet you with mother-love true,
Breathing sweet prayers to speed your returning—
Mother Missouri is calling for you.

If you have triumphed, O bring her your garlands;
If you have sorrowed, O let her condole.
Come from the near lands and come from the far lands,
Come for the sympathy good for the soul,
She will soothe sorrows unhealed by all others,
She will know pride known to mothers alone,
Come to her, come to her, sisters and brothers—
Mother Missouri is calling her own.

Come to the fair land of swift singing rivers,
Come where the winds sweep aeolian hills,
Harping through woods where the ax never quivers,
Come to the valleys which plenty o'er-fills,
And prairies as wide as the wide skies above you,
But come, most of all, to the staunch hearts and true,
Of the homefolks who want you, who wait you, who love you—
O, Mother Missouri is calling for you.

—Lee Shippey.

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Missouri's struggle for statehood officially began when Missouri's first territorial petitions requesting commonwealth government and incorporation in the Union were presented in Congress on January 8, 1818. These petitions were circulated and signed in Missouri Territory during the summer and fall of the previous year. They mark the beginning of a struggle which was not finally settled until three and one-half years later. This struggle occupied an important place in the history of the United States, and is one of the most significant chapters in the annals of Missouri. The Missouri State Centennial Committee of One Thousand and The State Historical Society of Missouri decided that this first historical step for statehood should be observed in the series of centennial celebrations now being planned in Missouri.

Pursuant to the official proclamation of Governor Frederick D. Gardner, dated the 3d day of January, 1918, Missouri's first official centennial was observed with historical significance in Columbia on January 8, 1918.

Following the Annual Meeting of the State Historical Society of Missouri held in the morning, the visitors and members of the Society and of the State Centennial Committee of One Thousand, adjourned to the Daniel Boone Tavern. Here the program of the day and evening was rendered. One hundred Missourians from the different sections of the State were in attendance in the afternoon and nearly two hundred in the evening.

Luncheon was tendered through the courtesy of the Columbia Commercial Club in the tavern dining room.

Mr. E. C. Anderson, President of the Commercial Club, welcomed the visitors on behalf of the city of Columbia and then introduced the "President of the Day," Hon. Wm. R. Painter of Jefferson City, chairman of the Missouri State Centennial Committee of One Thousand as:

"A man who has been honored at the hands of this State and who in return has honored the State."

Mr. Painter requested Rev. M. L. Gray, of Chillicothe, (Mo.) to pronounce the invocation.

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In these fitting words Mr. Painter then proposed a toast to the President of the United States:

"May every Missourian do his 'bit' and just a little 'bit' more."

The proclamation of Governor Gardner was read:

PROCLAMATION

State of Missouri,
Executive Department.

As we are nearing the centennial of Missouri's Statehood and Admission into the Union, I take occasion to suggest to the people of the State that proper observance be given these historic events. At no time since the Fathers of the State laid the foundations of our present commonwealth have Missourians greater cause for patriotic pride than today. They have most loyally supported the National Government in the present war. They have questioned neither the draft law nor the food and industrial regulations. They have placed the State first, in proportion to population, in the number of signers of the Food Pledge. They have over-subscribed their quota in both issues of the Liberty Bond Loans, in Y. M. C. A. contributions, and in Red Cross membership. They have denied no request and have been ready for any sacrifice. They have seen an army of their young men leave home to maintain the honor of their country on land and sea. They have banded themselves together in an "army at home" to produce and conserve food for the armies abroad. Men, women and children, all, have done their "bit;" bankers, merchants, and farmers, have alike tried to meet the needs of the country. A united state in support of this war is Missouri.

In patriotism, in contributions to civilization, and in development of the West, Missouri's record is high. Her Doniphan, Grant and Pershing; her Mark Twain, Eugene Field, See, Eads, and Bingham; her Benton and Blair; her Lewis and Clark, Chouteaus, Lissa, Ashley, and Bridger, and a score of famed explorers and pathfinders, have written chapters in the history of the Nation. The work of these men is Missouri's priceless legacy to us and our posterity.

Missouri's centennial should serve to honor these State Founders, history makers and their successors, and should serve to instruct us and our children in the story of their lives. A retrospective will enable us to better appreciate the true greatness of our fathers to whom we owe so much of our present freedom in government, comforts in life, and happiness in the home. Every

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school boy and girl should be informed of the historic events relating to their State's struggle for statehood. This struggle officially began on January 8, 1818, when Hon. John Scott, our delegate to Congress, presented Missouri's petitions for Statehood. The presenting of these petitions marked the beginning of the famous "Missouri Question" in Congress and the Nation—a problem that was not settled until August 10, 1821. The State Historical Society of Missouri and the Missouri Centennial Committee of One Thousand will hold a statewide observance in Columbia on January 8. Knowledge of these events, important in our history, should also be recounted in the public schools of the state.

Therefore, I, Frederick D. Gardner, Governor of the State of Missouri, proclaim January 8, 1918, as Missouri's First Centennial Day. I urge each section of the state to send representatives to this celebration. I call upon the public school teachers of the State to observe this day with fitting exercises in the public schools.

In Testimony Whereof, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Missouri.

Done at the City of Jefferson, this 3rd day of January, A. D., 1918.

FREDERICK D. GARDNER.

By the Governor:
JOHN L. SULLIVAN,
Secretary of State.

Mr. Painter then introduced Dr. A. Ross Hill, President of the University of Missouri, "Chairman of the Afternoon," as:

"One who has come to be a distinguished Missourian, head of that great institution of learning in this city, a man who is building up from day to day one of the greatest institutions in the United States of America—the University of Missouri."

Doctor Hill in the course of his remarks said:

"It seems that Missouri has always brought something to pass in the Nation when she went after it. The memorial petition which is referred to at this celebration today, set going a controversy in America, which led to that great issue which resulted in the admission of Missouri as a state in this great Union. It is interesting to note that at this very hour in the Congress of the United States, Representative Wm. P. Borland, is delivering an address in commemoration of this event under the subject, 'The Americanization of Missouri.'"

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Prof. Tudor Lanius, of the University of Missouri, was then requested to sing the pioneer ballad "Old Packingham."

Mr. Wm. R. Gentry of St. Louis, was introduced by Doctor Hill as:

"The grandson of that famous general who lead Missouri troops against the Seminoles in the '30s and whose family has played an important part in the development of the history of this commonwealth."

A scholarly address prepared by Mr. Gentry on "The Missouri Soldier, One Hundred Years Ago," was listened to with deep interest.

The next speaker was Miss T. C. Gecks, President of the State Teachers Association, of St. Louis, who spoke on the subject of "The Missouri School House and Teacher, One Hundred Years Ago."

Capt. J. B. White, President of the Missouri Valley Historical Society, of Kansas City, was then introduced by Doctor Hill as one who had much to do in the development of Missouri industry in the lumber business and other activities of the State.

Captain White's address on "The Missouri Merchant One Hundred Years Ago," was a remarkably complete resume of the work of those men who played such an important part in the industrial life of Missouri a century past.

The last speaker of the afternoon was Rev. M. L. Gray of Chillicothe, whose subject was "The Missouri Preacher, One Hundred Years Ago."

* * * * * * *

At 4:30 P. M. a reception was held on the Mezzanine Floor of the Tavern and at 6:30 all adjourned to the Tavern Gothic Ball Room where a "Pioneer Opossum Dinner" was served in style of one hundred years ago.

The old-fashioned menu with baked opossum and sweet potatoes, Missouri turkey and corn pone and steamed hominy, together with ginger bread, pumpkin pie, and apple cider, was not only in keeping with the historic occasion, but was equally appropriate in these war times on meatless Tuesday. Pioneer Missouri history was adhered to even in

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sweetening the coffee with old Louisiana brown sugar. At the head of each table sat a carver who served the food in old family style. Hundreds of candles in antique candle sticks and candleabras lended a quaint appearance to the historic occasion. Through the courtesy of the D. A. R. of Missouri and its regent, Mrs. Wm. R. Painter; the Kirksville Normal School; and the Military Department of the University of Missouri, scores of National and State flags decorated the walls. All these combined with the historic and patriotic speeches delivered and the old pioneer Missouri ballads of one hundred years ago that were rendered by Prof. Tudor Lanius and Prof. W. H. Pommer, made the evening one of significance.

At the opening of the evening program, the President of the Day, Mr. Painter, made the following announcement, which was received with hearty applause by this gathering of men and women who were so deeply interested in the history of their State:

"A distinguished Missourian, Col. Louis Houck, of Cape Girardeau, will during the coming year make a gift to every first class high school in the State, a set of his History of Missouri and the Spanish Regime in Missouri—five volumes in all. In order to secure these it will be necessary to make application from Superintendent of Schools of Missouri—Uel W. Lamkin."

Mr. Painter made the following remarks which were received with serious thought:

"Today we drank a toast to the President of the United States. Tonight I am going to ask of you just a moment of silent thought. The forty thousand Missourians, one hundred years ago this day, formally asked of Congress admission of Missouri as a State in the American Republic. They were men and women of patriotic ideals and of sturdy determination, as their struggle for statehood showed. We, of the 3,500,000 Missourians today, offer grateful tribute to the memory of those pioneer state-makers. We recall with pride the hosts of Missourians who came after and were worthy of those pioneers, the generations which gave of their thought

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and energy to make Missouri a greater State and which have passed away. Let us pause a moment in memory of our honored dead."

Captain J. B. White was then presented as Toastmaster. Mr. White introduced the evening program by reading the following message just received from the Chief Executive of Missouri, Governor Frederick D. Gardner:

To the Members of the State Historical Society of Missouri and The Missouri Centennial Committee of One Thousand.:

I sincerely regret that the pressure of public business in connection with our various war activities is so heavy as to prevent my leaving Jefferson City at this time.

Fain would I meet with the members of a society that has done and is doing so much in the way of discovering, classifying and preserving facts which shed light upon the early history of this State, and with the members of a committee whose purpose it is to commemorate an historical event so important as her admission into the Union.

I recall that the nub of the prolonged controversy over her admission was as to whether she should come in as a free or a slave state. I have no doubt but that a majority of those whom I now address are descended from Confederate sympathizers, and yet, I know you all join with me in the conviction that the slavery question was settled properly for all time, and that our position in the present war for human liberty is much stronger, more nearly consistent, and more clearly defined than it could possibly have been had the slavery question not been settled as it was.

The celebration of Missouri's Centennial is of surpassingly great importance. We must take advantage of this appropriate opportunity to do honor to those hardy pioneers who first settled here, to the lawmakers who framed Missouri's first Constitution and secured her admission into the Union, and to the statesmen whose foresight and wisdom have made possible material and moral progress.

An old Scotchman who knew more history than any man of his generation, gave it as his opinion that history consisted of the biographies of heroes. If this be true, we have a glorious history in the lives of Benton, Atchison, Green, Bates, Blair, Vest, Cockrell in statecraft; Eugene Field and Mark Twain in literature; See and Eads in Science; Bingham, Beckwith and Wimar in art; Lewis, Clark, Lisa, Ashley and Bridger in exploration; Doniphan, Grant and Pershing in war; Scott, Napton, Leonard, Gantt and Sherwood in jurisprudence.

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A study of the lives of these men, and I have named at random but a few of the many who have had to do with the making of the history of Missouri, cannot fail to be an inspiration to all Missourians.

I congratulate the State Historical Society of Missouri and her officers, the Missouri State Centennial Committee of One Thousand, and the public spirited citizens of this State in their purpose to keep alive the glorious annals of Missourians, especially in these hours of trial. Missouri has been fortunate in having a State Historical Society publicly owned and supported by the people of this State, in which are nearly 200,000 books and records of the history of Missouri and the West. Considering years, being only two decades old, it is the largest institution of its kind in the United States, and few equal it regardless of years.

Assuring you I am with you in spirit on this Tuesday evening, the first Centennial date in Missouri's struggle for statehood, and regretting deeply I cannot partake of the "feast of reason and flow of soul," which will exist among so many choice spirits, I am

Faithfully yours,
(Signed) FREDERICK D. GARDNER,
Governor.

Mr. Charles F. Hatfield, Secretary of the St. Louis Convention and Publicity Bureau, was then called upon for a few words on behalf of the St. Louis delegation present at the celebration.

The first address of the evening was delivered by Rev. John Rothensteiner of St. Louis on "The Missouri Priest, One Hundred Years Ago."

Captain White then introduced Dr. H. M. Loeb of St. Louis, Major in the Medical Reserve Corps, U. S. A., who spoke on "One Hundred Years of Missouri Medicine."

Judge John F. Phillips of Kansas City, delivered an address on "The Missouri Lawyer, One Hundred Years Ago."

The other speakers of the evening were Mrs. George A. Still of Kirksville (Mo.), whose address was on "The Missouri Woman, One Hundred Years Ago," and George S. Johns, editor of the St. Louis Post-Dispatch, who spoke on "Missouri Journalism, One Hundred Years Ago."

Owing to the early departure of the St. Louis trains, Dr. A. Ross Hill requested that his address on "One Hundred

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Years of Missouri Education" be omitted from the program. Doctor Hill was forced to leave on this train in order to arrive in Washington in time for a consultation with Government officials.

The Columbia Commercial Club of Columbia did much to make the day a success. A valuable souvenir was distributed by the Commercial Club in the form of a little pamphlet, without advertisements, on "Ballads of Pioneer Days in Missouri." Although a comparatively large edition was printed, the demands made for this pamphlet from all parts of the State exhausted the supply in a few days.

The menu for the Pioneer Dinner was kindly prepared for the occasion by Mrs. E. W. Stephens, of Columbia, whose high qualifications in good old pioneer "home economics" are so well known to her many friends.

Through the courtesy of the women of Columbia were obtained the scores of candle-sticks and candleabras, some family heirlooms a century old.

Despite war times and inclement weather, the celebration was a success. The patriotic part performed by Missouri in the present struggle even lended ferver to the historic significance of the day. Missourians love their State, revere her past and honor her dead. Centennials are more than celebrations to a patriotic people. They become dedications to the deeds of the departed, and professions for the progress of posterity. So it was on "Missouri's First Centennial Day."

In the words of Hon. William R. Painter:

> "We offer grateful tribute to the memory of those pioneer state-makers.
>
> Let us pause a moment in memory of our honored dead."

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MISSOURI-MONTANA HIGHWAYS.

II. The Overland Route.

H. A. TREXLER.

Few states have done more to settle all sections of the west than has Missouri. Not only did thousands of Missourians actually become settlers of western plain and mountain regions, but the old state was the emporium for forwarding and furnishing with supplies the multitudes of emigrants from other eastern, southern and mid-western commonwealths. St. Louis from the days of Lewis and Clark and Manuel Lisa became the outfitting point for the fur-trade. Her warehouses early became famous. Her strategic location near the mouth of the Missouri gave her a hold on the upper waters of the river and its branches which soon became great highways. Missouri's emigration and trade with the northwest via the Missouri River has been discussed in an earlier paper.[1] This article will consider the relation of Missouri to the Overland route.

When the gold rush to California started in 1849 many adventurers went to the Golden Gate via Cape Horn or over the Isthmus of Panama. These were the usual routes for those living on the eastern seaboard. But the pioneers from the trans-Allegheny region struck straight through the plains over the old fur-trade and Mormon routes to Pike's Peak and Salt Lake. St. Louis prepared as she was with boats and her supply depots could easily accommodate these crowds of emigrants. The steamers carried the gold-seekers to the western border of Missouri, and from there they made for the gold fields of the far west. When the great gold deposits of Idaho and Montana were found in 1862 the emigrants followed the same trails to Salt Lake and from there started north for the new El Dorado.[2]

[1] *Missouri Historical Review*, Vol. XII, No. 2, pp. 67-80.

[2] For a time what is now Montana was attached to various territories, and finally became a part of Idaho Territory. In 1864 the Montana Territory was organized with its present limits. Gold was discovered in what is now Montana

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by the Stuart brothers and Reese Anderson in 1858. Prospectors flocked to this region, but it was not till 1862 that gold was found in paying quantities at Grasshopper Gulch, near Bannack. Later deposits of even greater richness were found at Alder Gulch, and Virginia City at once became the Mecca of the northwest. These camps were in what is now Montana but at the time the whole region was a part of Idaho. At about the same time that the above discoveries were made gold was found in the Florence region of Idaho.

To show the extent to which emigration filtered through Missouri the following figures are illuminating. The Society of Montana Pioneers have collected a very incomplete list of 1,808 pioneers who reached what is now Montana before 1865. Of these 1,474 have left records of their itineraries. Of the 1,474, 1,302 came via the Missouri river or across the plains. Sixty-one of them journeyed from points in Minnesota directly overland, and one hundred and eleven came through Canada or from the Pacific northwest. Many of the latter went first to the northwest from the east via Missouri. Of course not all of the 1,302 emigrants who went overland passed through Missouri, but the vast majority of them did.[3]

THE OVERLAND TRAILS.

Three main roads led west from Missouri, the Santa Fe trail to the southwest, the Colorado or Pike's Peak trail to the west, and the Overland trail to Utah, California, and the Pacific northwest. The latter alone will be considered here. This route, the so-called "Overland Road," led from the western Missouri towns to Fort Kearney, Nebraska, some two hundred miles west of Omaha, on the Platte river. It continued through Nebraska along that stream and its branch, the North Platte, to Fort Laramie, Wyoming. Here the Utah-California line ran south, crossed the Rockies by the Cheyenne and Bridger Passes, and then via Fort Bridger, Utah, went on to Salt Lake and California.[4] The road to the northwest, commonly called the "Oregon Trail," extended northward from Fort Laramie, struck the Sweet Water at

[3] *Register, of the Society of Montana Pioneers*, James U Sanders, Secretary, (Akron, Ohio, 1899), Vol. I, passim. Only one volume has so far been issued. No figures relative to the pioneers who came after 1864 can be found.

[4] Originally the Utah line left the main road at Julesburg, on the Nebraska-Colorado boundary, and proceeded to Cheyenne Pass. Later Fort Laramie was made the junction point.

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Independence Rock, skirted the Wind River mountains, crossed the Rockies by the South Pass, and via Fort Hall, Idaho, just north of the present city of Pocatello, worked on up to the Pacific coast. At South Pass a branch ran down to Fort Bridger, thus giving the emigrants to Salt Lake and California two routes between Fort Laramie and Fort Bridger.

From Fort Hall the Montana road ran north around the Three Buttes, over the Rockies, and down into the gold camps at Bannack and Virginia City. In time the emigrants made a cut-off via Soda Springs, Idaho, a point to the southeast of Fort Hall. Many pioneers went by this route to the gold fields.[5]

But whether going around via Salt Lake or by Soda Springs and the Oregon Trail the traveller was forced to cross the Contenental Divide twice, once either by the South Pass or the Bridger Pass in southern Wyoming and again north of Fort Hall as the Rockies make a great bend to the northwest, and for some distance along the present Idaho-Montana boundary run due east and west. In the days of the ox-train and the stage-coach the Rockies were a serious obstacle no matter which pass was chosen. Besides crossing the Rockies twice these old routes were several hundred miles longer than a cut-off directly from the Platte to Montana through northeastern Wyoming would have been. These roads followed a right-angle rather than a hypotenuse.

To obviate these serious difficulties Montana's first governor, Sidney Edgerton, who had made the toilsome

[5]There are several contemporary maps of the overland trails. The best is perhaps that drawn by Captain John Mullan and inserted in his *Miners and Travellers Guide to Oregon, Washington, Idaho, Montana . . . . via the Missouri and Columbia Rivers*, (New York, 1865). This is a large folding map in colors. There is a smaller folding map of the routes across the plains by Captain R. F. Burton in the back of Captain (later General) Randolph B. Marcy's, *The Prairie Traveler, A Hand-Book for Overland Expeditions*, ... (London, 1863). Mrs. M. J. Carrington (wife of Colonel H. B. Carrington) has a small but good map of these trails in her *Absaraka, Home of the Crows: Being the Experience of an Army Officer's Wife on the Plains* . . . . . (Philadelphia, 1868). More accessible maps can be found in the back of Frank A Root and William Elsey Connelley, *The Overland Stage to California*, (Topeka, Kan., 1901); or in Vol. XXXI of *The Works of Hubert Howe Bancroft*, (San Francisco, 1890), p. 695.

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journey overland in 1863, in his first message to the first Territorial legislature in December, 1864, suggested that Congress be requested to open a new road to the northwest. "In view of the immense immigration flocking to our territory," said the governor, "I would respectfully call your attention to the importance of the construction of a road to the states more direct than any that have yet been opened. The usual route from the Missouri river, both for immigration and freight, is now by way of Fort Laramie, South Pass and the Lander road, or by the still more circuitous one up the South Platte, through Bridger Pass and Great Salt Lake City. These routes impose upon every person seeking our territory, not only hundreds of miles of unnecessary travel, but the recrossing of the Rocky Mountains. I am sure that a more feasible route can be established to the northwestern states shortening the distance six or seven hundred miles, and avoid the necessity of crossing the Rocky Mountains . . . ."[6]

The Legislature, fully in harmony with Governor Edgerton's views and not loath to ask material favors of the national government, acted promptly upon the governor's suggestion. On January 16, 1865, was passed a "Memorial praying for the establishment of a mail route from Omaha . . . . or some [other] point on the Missouri river . . . . to Bannack City, Montana, Territory." This memorial enlarged upon the dangers and length of the existing roads to Montana, asked for a daily mail service, and promised "a sufficient military force, which can be raised in this Territory" would be furnished "to protect the same." The legislature figured that a more direct route would save eight hundred miles of difficult mountain travel and that "the subject set forth in this memorial . . [is] a measure of the greatest importance to the development of the immense mineral and agricultural resources of this country."[7]

The request from far-off Montana seemed so reasonable that the federal government acted upon the suggestion im-

[6] *Montana Post*, December 24, 1864.

[7] *Acts, Resolutions, and Memorials of the Territory of Montana, Passed By The First Legislative Assembly, Convened at Bannack, December 12, 1864.* (Virginia City, Montana, D. W. Tilton & Co., 1866), pp. 719-20.

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mediately. The Civil War made it advisable to hold all sections of the north as close together as possible.

The favorable action of the government had been anticipated. During the previous year, 1864, two famous frontiersmen, Jim Bridger and John Bozeman, had struck boldly north from Fort Laramie seeking a practicable route to Montana. Bozeman went east of the Big Horn mountains and west of the Black Hills, up the Powder and Yellowstone rivers, and then into the Gallatin valley without crossing the main range of the Rockies at all. Bridger, working further to the west left the Big Horn on his right and entered Montana from the south. For various reasons the Bozeman road was favored by the War Department and in 1866 Colonel H. B. Carrington was sent with the Eighteenth infantry to hold the road open for travel. For two years Carrington held Forts Reno, Phil Sheridan, and C. F. Smith against the hostile Sioux. During these years the majority of emigrants to Montana are said to have come by this route.

But the Sioux bitterly opposed the traffic over their hunting grounds. No emigrants or freight could move over the road without a strong convoy of troops. Many soldiers and emigrants were killed, and Fetterman's command was annihilated. Because of the federal government's lack of firmness the troops were withdrawn in 1868. The Indians then destroyed the obnoxious forts and emigration to the gold fields by this route ceased. The loss of the Bozeman Road was keenly felt by the people of Montana.[8]

[8]Very little has been written on the Bozeman and Bridger cut-offs. A brief account by a pioneer is that of Peter Koch, "Historical Sketch of Bozeman, Gallatin Valley and Bozeman Pass," in *Historical Society of Montana, Contributions*, (1876), Vol. II, pp. 126-39. In her *Absaraka, Home of the Crows*, Mrs. Carrington describes the Bozeman Road and the struggle to keep it open against the Sioux. Mrs. Carrington in a later book, really a second edition of the above, *My Army Life and the Fort Phil Kearney Massacre*, (Second Ed., Philadelphia, and London, 1911), again tells the story of two years of war ending in the Fetterman Massacre. For later accounts of the Bozeman Road see Bancroft, Vol. XXXI, pp. 695-99. Dr. F. H. Garver has written a brief but clear description of all the trails in a paper entitled, *Early Emigrant Roads and Trails Into Montana*. This paper is in the Montana State Historical and Miscellaneous Library at Helena. Joseph Mills Hanson wrote a boy's story of adventure under the dignified title, *With Carrington on the Bozeman Road*, (Chicago, 1912). Although written in the Oliver Optic style it well describes the troubles experienced by the troops in holding the Road.

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"BULL" AND MULE TRAINS.

For the journey across the plains the famous Conestoga wagon or "prairie-schooner" was very popular. These heavy wagons continued to be used for freight till the railroads came.[9] A large part of the pioneers of the early sixties seem to have travelled by ox-train.[10] But the stage-coach was introduced to carry the mails and those passengers who desired a trip of weeks rather than of months.

To move the enormous wagons through sand and over mountain passes horses, mules and oxen were utilized. As horses could not well withstand the rigors of the journey, mules and oxen were generally used. An old pioneer says that oxen were preferable to horses because they were cheaper, they needed little in the way of harness, they did not wander far from the camp at night as did other animals, they were not so easily stampeded by the Indians, and, most important of all, the Indians had little use for oxen, but were anxious to steal horses and mules.[11] That oxen were more efficient than other draft animals for the long haul from Missouri to Montana we learn from another plainsman. "Upon good firm roads . . . where grain can be procured, I should unquestionably give the preference to mules, as they travel faster, and endure the heat of summer better than oxen . . . " wrote Captain Marcy, who had years of experience on the western plains, "but when the march is extended to 1,500 or 2,000 miles or over rough sandy or muddy road, I believe young oxen will endure better than mules . . . . Besides they are much more economical . . . Oxen are less liable to be stampeded and driven off by the Indians and can be pur-

[9]For descriptions of the freight wagons see Marcy, *The Prairie Traveler*, pp. 8-10. A good account of them can also be found in the Reverend E. J. Stanley, *Life of Rev. L. B. Stateler, or Sixty-five Years on the Frontier*, (Nashville and Dallas, 1917), pp. 175-84.

[10]"More than a third of the people who came to the mines came with ox-teams," said an observer at Bannack in 1864-5. D. K. Thomas, *Wild Life in the Rocky Mountains or the Lost Million Dollar Gold Mine*, (n. p. 1917), p. 168.

[11]David Hilger, "Overland Trail, 1867," in *Montana Historical Society Contributions*, Vol. VII, pp. 261-62.

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sued and overtaken by horsemen, and, finally, they can, if necessary, be used for beef."[12]

All writers agree that oxen were much cheaper than other draft animals. Captain Marcy says that "a team of six mules costs [1863] six hundred dollars, while an eight-ox team only costs upon the frontier about $200."[13] Other

[12] *Ibid.*

contemporaries put the price of oxen considerably higher, but still much less than that of mules or horses. One old frontiersman recorded in his diary in 1862 that he bought oxen for $105 a yoke at Fort Benton "with yoke and chains thrown in."[14] Another pioneer, Robert Vaulghn, in 1866 paid from $130 to $160 per yoke in gold in Virginia City.[15] A pioneer lady when at Plattsmouth, Nebraska, on May 29, 1865, wrote in her diary, "Mr. Kerfoot has sold Guss' wagon and team (three yoke of oxen) for $550, a good price every one says."[16] Captain Mullan wrote in 1864 that at Fort Benton mules sold for $100 to $150 each, horses from $50 to $75 each, and oxen from $100 to $125 per yoke.[17] Thus as ox-teams were cheaper than mules and more serviceable than horses they came to be used to a great extent on the overland journey.

Although very dependable, oxen made slow progress across the plains. Hilger says that a day's travel was from twelve to twenty miles, the amount of ground covered depending on the distance between water supplies and pasture.[18] Granville Stuart, who came to the northwest in 1857, told me that a "bull-team" usually could travel fifteen miles a day, but that in case of necessity they could go farther. "In 1864 I started with a party from Kansas City for Montana

[13] *The Prairie Traveler*, p. 10.

[14] *Diary of James Henry Morley in Montana, 1862-1865*, (228 typewritten pages; in Montana Historical Library), p. 17.

[15] *Then and Now, or Thirty-six Years in the Rockies*, (Minneapolis, 1900), p. 113.

[16] Sarah Raymond Herndon, *Days on the Road Crossing the Plains in 1865*, (New York, 1902), p. 56.

[17] *Miners and Travellers' Guide*, p. 7.

[18] *Overland Trail, 1867*, p. 262.

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via Soda Springs," said another pioneer, "We had five wagons with four yoke of oxen to the wagon. The wagons carried from 3,000 to 3,500 pounds each. We made only about ten miles a day. In five months we reached Virginia City. Only three yoke were left per wagon when we arrived. We got twenty-five cents a pound for bringing the freight through."[19]

On reaching Montana the oxen were sold to freighters who worked from the gold camps to Fort Benton, the Missouri river steamboat terminus, or to those freighting east via Salt Lake or the Bozeman Road. Many of them were sold for beef. "The cheapest . . . . food used in the mines was beef," says a visitor at Bannack in the sixties, "After their arrival [from the journey overland] the oxen were turned out to grass to fatten and were soon ready for beef."[20] Scarcity of buffalo and other food made the use of oxen all the more popular. Many a pioneer was saved from starvation by consuming a part of his ox-team.

The trip from Missouri to Montana by ox-train was long, tedious, and often dangerous. Indians and "road-agents" infested almost the entire route. During some seasons no caravans were allowed to go through unless under a strong convoy of troops. In his diary Reverend L. B. Stateler, the pioneer Methodist missionary, describes his experience in a company of one thousand emigrants who came up the Bozeman Road in 1864 under Jim Bridger's protection.[21] The same year R. F. Wilkinson went from Brunswick, Missouri, to St. Joseph where he joined a caravan of two hundred and fifty wagons which was bound for Fort Laramie and the Bozeman Road. The company suffered annoyances throughout the journey. There was a constant fear of Indian attacks. Game was scarce and the fish refused to bite. No fuel was to be found for a large part of the trip save sage-

[19]Statement made to me by Mr. G. A. Wolf, president of the Western Montana National Bank of Missoula.

[20]D. K. Thomas, *Wild Life in the Rocky Mountains*, p. 168.

[21]Stanley, *Life of Rev. L. B. Stateler*, pp. 175-84.

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brush and buffalo chips. The water was often so strong with alkali that the oxen were given bacon as an antidote.[22] While on the journey across the plains and over the mountains many of the pioneers passed through sufferings which well proved the "stuff that was in them."

The length of time spent en route varied considerably because of Indian attacks, accidents, amount of freight carried, state of the weather, etc. Colonel Word left St. Louis on May 7, 1863, for Montana via Salt Lake and Snake river. On October 3, after nearly five months of travel with three yoke of oxen, he reached Virginia City.[23] A party containing William Rae and Mrs. J. N. Brooks, on May 4, 1864 started from Carroll county, Missouri. They reached Council Bluffs on May 25, Fort Laramie July 4, South Pass August 3 and arrived in Virginia City on September 4—a journey of just four months.[24] Another party, driving oxen and horses left Plattsmouth, Nebraska, about twenty miles south of Omaha, on May 15, 1865, and reached Virginia City, via Soda Springs, on September 5.[25] Two of Montana's most famous pioneers, Mr. and Mrs. James Fergus, reached the gold camps by ox-team in 1864, "after four months of hardship and suffering."[26]

Of course the journey to Montana around by the old road through Utah consumed considerably more time than the various cut-offs. Judge Woody started from Leavenworth as a "bull-whacker" on June 5, 1855, and reached Salt Lake City on August 15. He wintered in Utah, and "early in

[22] *Raleigh F. Wilkinson's Account*, as dictated to A. J. Noyes, (12 typewritten pages; in the Montana Historical Library), pp. 1-7.

[23] Samuel Word, MS *Diary of a Trip Across the Plains From St. Joe, Mo., May 7, 1863 to Virginia City, Mont., October 3, 1863*, (not paged; in Montana Historical Library), passim.

[24] *Register, Society of Montana Pioneers*, Vol. I, pp. 98, 112. George D. Thomas left Omaha on June 1, 1864 and reached Bozeman on Septembrr 10. *Ibid.*, p. 116. Mule teams seem to have made better time than ox-trains. The *Montana Post* of August 28, 1868 states that Jacob George's mule team had just arrived in Helena with ten tons of clothing, having made the trip from Fort Laramie in forty days.

[25] Herndon, *Days on the Road*, passim.

[26] Mrs. S. C. Gilpatrick, "Biographical Sketch of Mrs. James Fergus," in *Montana Historical Society Contributions*, Vol. IV, p. 188.

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September," 1856, found another ox-train and started for Montana, whose present southwestern border he crossed on October 1.[27] Ex-United States Senator W. A. Clark of Montana was five months driving a six-yoke team from Atchison to Denver in 1862. The next year he left Denver on May 4, and went first to Fort Laramie and then via Soda Springs and Fort Hall reached the Montana line on July 4, 1863. His account is very illuminating. There were a hundred well armed people in his caravan.[28]

A large number of emigrants who came across the plains with ox-teams walked most or all of the way. They plodded along beside the wagons and encouraged the animals with goads. Scores of Montana pioneers hired themselves out as "bull-whackers" to pay the expenses of the trip as food was high and the price of a ticket by the stage or by river steamers was almost prohibitive. Although great quantities of freight were brought overland, still more came by river boats. While in Montana in 1865 Richardson figured that 60% of the goods brought into the gold camps came from St. Louis via the Missouri river, 20% came overland from California, and the other 20% was freighted across the plains from Miss... Kansas and Neb...[29]

The price ch... this freighting we would very high today w... rate is somewhat unde... per ton-mile. It ha... tated above that Mr ... received twenty-five ... ound for bringing ...

[27]Frank H. Woody, "H... Pioneer came ... Privations Encountered on t... in *Montana* ... *tributions*, Vol. VII, pp. 138-6...

[28]*Early Days in Montana*, ... *Reminiscen...* *William A. Clark and Written ...* & *Harmo...* pages; in Montana Historical ... -2. A... accomplished the journey from Den... field ... October 19, 1863. "Journal of N... *Contributions*, Vol. III, pp. 301-2... army officers, can be found in Ma... give the mileage, description of e... southwest, west, and northwest fo... excursions between several of the we... 1863.

[29]Albert D. Richardson, *Beyond t... the Great Ocean*, (Hartford, 1867), p. 48...

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Kansas City to Montana in 1864. There seems to have been no regular tariff, each freighter receiving what he could get by special contract. "On the 15th of July [1865] a train left Atchison for Colorado with seventeen large steam boilers," writes an old plainsman, "and soon thereafter a train of six-mule wagons started for Virginia City, Montana, carrying 150,000 pounds of machinery, the freight on which was twenty-two and a half cents per pound."[30] During the same year one Forbes hauled five wagons of merchandise from Salt Lake to Helena for $5,000 in "good clean gold-dust."[31]

Although most of the overland freight was carried by individual teamsters, large companies were organized at different times who posted regular schedules of departure. In 1863 the "Butterfield Overland Despatch" was started for the purpose of carrying freight on a large scale. The troops were ordered to protect its line of travel. Butterfield had little success and the next year the great state magnate, Ben Holladay, took over his lines. After varying success Holladay in turn disposed of his property to the Wells Fargo interests. When the Union Pacific was completed in 1869 these wagon-train companies succumbed as they could not meet the railroad freight rates.[32]

The completion of the Union Pacific not only made travel quicker and rates cheaper, but also shifted the source of supply. Its competition drove the steamers from the Missouri and freighters from the plains and thus not only changed the means of transportation but also turned the western

[30]Root and Connelley, *The Overland Stage to California*, p. 399. Root was for years an employee of the Postoffice Department and made thirty-two trips from the Missouri river to the Rockies. Although he does not give the tariff for different classes of freight between Missouri and Montana, he remembers the rates on various goods between Atchison and Denver. They were, per pound: Flour, 9 cents; tobacco, 12½ cents; sugar, 13½ cents; bacon, 15 cents; dry goods, 15 cents; whiskey, 18 cents; glass, 19½ cents; trunks, 25 cents; furniture, 31 cents. *Ibid.*, p. 303.

[31]*Story of Frank H. Adkins*, as told to A. J. Noyes (7 typewritten pages: in the Montana Historical Library), p. 1. During the sixties gold-dust was at a premium in Montana as gold coin was in the East. At one time it took four dollars in currency to equal one in dust. See H. A. Trexler, "Gold Dust and Greenbacks in Early Montana," in the *Overland Monthly* for July, 1917, pp. 63-67.

[32]*Ibid.*, p. 19.

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trade into new channels. The enormous shipments of St. Louis to the west and northeast suffered a serious decline. Senator Benton and others for years fought for the projected railway to the Pacific to run through Missouri and Kansas. But the Chicago interests won and Omaha and Council Bluffs were made the termini of the Union Pacific. The Northwestern and other roads connected with the Union Pacific at Council Bluffs and gave the Chicago merchants a direct all-rail route to Salt Lake and the Pacific coast.

To show how the Union Pacific affected the trade of St. Louis the following figures are interesting. According to a government report the new road during its first year, 1869, shipped 1,125,960 pounds of freight to Montana.[33] In 1870 these shipments were increased to 6,898,732 pounds, and the following year to 7,501,280 pounds. In 1872, 6,129,644 pounds went by this route to Montana, and in 1873, the year of the financial crash, "about" 6,000,000 pounds.

During these years the St. Louis shipments to Montana fell off enormously. In 1870 the St. Louis merchants sent 13,000,000 pounds of goods to Montana "via all routes,' During the following year but 10,000,000 pounds were shipped, and in 1873 only 6,000,000 pounds.[34]

THE STAGE COACH.

Most of the early pioneers made the trip overland on foot behind ox or mule-teams. But many later emigrants, not encumbered with goods and provided with sufficient funds with which to buy a ticket, preferred a quicker method of travel. To accommodate such emigrants, Samuel H. Woodson in 1850 started a monthly stage service from Independ-

[33] As the Union Pacific was not opened for through traffic till May 10, the above figures are not for the entire year 1869.

[34] Captain William A. Jones, (U. S. Engineer), *Report upon the Reconnaissance of Northwestern Wyoming including Yellowstone National Park, made in the Summer of 1873*, (Washington, Government Printing Office, 1875), p. 57. The author claims to have gained these figures from the records of the Union Pacific Railway.

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ence, Missouri, to Salt Lake. In order that his business should have a regular return he also took the mail contract.[35]

Woodson was followed by a succession of mail contractors, McGraw, Kimball and Company, John Hockaday, and others. Because of almost continuous Indian troubles, and an attempted service which was too elaborate they had very poor success. They endeavored to out do one another in fine coaches and fast horses. Many animals were killed and an enormous number ruined in a short time by these ambitious transporters. In 1859, Russell, Majors and Waddell, and two years later B. M. Hughes of St. Louis tried to make the mail contract pay, but failed. In 1867 Ben Holladay took over the Butterfield and other lines and called his gigantic properties the "Holladay Overland Mail and Express Company," commonly called the "Overland Stage Line."[36] Later Wells Fargo and Company bought up most of the overland stage lines. However, the completion of the Union Pacific in 1869 made the whole stage system worthless except where the coaches were used as feeders of its line.

Various Missouri river towns held in turn the position of terminus for the stage lines. Independence, Leavenworth, St. Joseph, Atchison, and Omaha at different times received the larger part of the passengers and freight from the St. Louis steamers and forwarded them to the west. When, in the late fifties, the Hannibal and St. Joseph railway was completed, St. Joseph as the mail terminus farthest west had a great advantage. Later as a transfer point Atchison was prominent because the government favored it in forwarding the mails. But in any case, be the stage terminus where it would, St. Louis held its place as supply station. Not until the Union Pacific commenced to work west of Omaha

[35]Root and Connelley, *The Overland Stage to California*, p. 1. The story of the overland mail is one deserving exhaustive treatment. It is not the purpose of this paper to go beyond the matter covered by the title. For discussions of the mail routes of the west see *Ibid.*, chs. i, ii, v. Good descriptions of the "Pony Express" are those of a Postoffice official, John W. Clampitt, in his *Echoes from the Rocky Mountains*, (Chicago, 1890), ch. ii; and the unequalled narrative by Mark Twain in his *Roughing It* (2 vols., Authorized Uniform Edition, New York, n. d.), Vol. I, ch. viii.

[36]Root and Connelley, *The Overland Stage to California*, ch. i, ii.

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did the merchants of St. Louis suffer. The Union Pacific crossed the Missouri from Omaha to Council Bluffs and met the Chicago and Northwestern. When the former line built west of Omaha first Fremont, then Kearney, and later Laramie became the points for transferring passengers and freight from the railroad to the stage and wagon-trains.

When the Union Pacific at last reached Utah the emigrants and freight left the trains at Corinne and followed the old route via Fort Hall to Montana, a distance of about five hundred miles.

The old Concord coach, still exhibited as a relic in many western towns, was the chief vehicle for overland passenger, express and mail service. It held about a dozen passengers and some hundreds of pounds of mail and express. It was stoutly made and quite expensive.[37]

The stage ride from the Missouri river towns to Montana was not so long as that by other means of travel before the coming of the railroad, but nevertheless it wearied the patience of most of the passengers. Mark Twain writes that his coach normally made one hundred and twenty-five miles in a day of twenty-four hours.[38] Langford states that he regular run from Atchison to Helena was twenty-two days, but that it usually took longer, his journey in 1864 consuming thirty one-days and nights.[39] In the *Rocky Mountain Gazette* (Helena) of September 1, 1866, Holladay advertised that he could take passengers from Helena to New York via stage and railway in eighteen days, "two days ahead of the mails." Another stage magnate, A. J. Oliver, in the *Montana Post* of September 24, 1864, advertised a four days run from Virginia City to Salt Lake. He boasted that this was "actually ahead of any other line from twenty to twenty-eight hours."

[37] For descriptions of the stage-coach see *Ibid.*, p. 49. Root says they were made to carry from eleven to fourteen passengers. "I once," he writes, "made the trip from Denver to Atchison when there were fourteen passengers besides the driver and myself." *Ibid.* Mark Twain describes the coach in his *Roughing It*, Vol. I, p. 21.

[38] *Ibid.*, vol. I, p. 70.

[39] Nathaniel Pitt Langford, *Vigilante Days and Ways, The Pioneers of the Rockies, The Makers and Making of Montana and Idaho*, (A. J. Noyes Edition, Chicago, 1912), p. 519.

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Along the main line of the overland stage route stations for changing horses were established every twelve to fifteen miles. Here the stage company was forced to keep a number of men, several changes of horses, and forage which it was necessary to freight in from the east or the west. For the dubious comfort of the passengers eating places were located from forty to fifty miles apart.[40] Food at these restaurants was much poorer than that furnished gratis to passengers on the Missouri river boats. "Meals of bad beans, sour-dough bread, and coffee universally cost a dollar along the stage lines." says Granville Stuart.[41]

A good description of a stage trip to Montana is that told by Richardson who in 1865 boarded a coach at Salt Lake City. After five days and four nights of hard travel, with at least one up-set, he reached Virginia City. He says that travel by day was bad enough but that keeping it up twenty-four hours, day after day was nerve-racking. In a semi-serious way he tells how the incessant jolting and inability to get exercise caused "stage craziness." Passengers at times became so deranged that if not watched they actually fled the coach and died of exposure in the wilderness.[42] Richardson's tale may be overdrawn but no one can deny the possibilities of a trip of such length, danger and monotony.

The Montana stage line of the Holladay company was advertised in 1864-5 to run tri-weekly from Virginia City and Bannack to Salt Lake. It carried the mails and connected with the daily stages between the Missouri river and California.[43] Holladay had various competitors at different times. It was said that but for the opportune discovery of gold in the northwest in 1862 he would have been ruined. An idea of the magnitude of the overland staging business can be gained from the following note which appeared in the *Montana Post* of October 6, 1866: "The Overland Mail from the Missouri River to Salt Lake, Idaho, and Montana, em-

[40] *Ibid.*, pp. 518-19.
[41] Oral statement of Mr. Stuart.
[42] *Beyond the Mississippi*, pp. 475-78.
[43] *Montana Post*, September 24, 1864, to September 30, 1865.

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ploys 700 men, 1,500 horses, 70 mules, 80 mail coaches, 20 express wagons . . . . and freight wagons. They carry to 250 stations."

The passenger fare from Missouri west varied at different times, but Root says that the "advance in rates of fare from time to time seemed to make very little difference in extent of the passenger traffic."[44] The adventurous spirits who flocked to the west for gold, trade, or travel, were willing to pay the exorbitant prices asked in order to escape the tedious journey of from two to five months by river or by ox and mule-train. The expense of carrying passengers was doubtless enormous. The wear and tear on expensive coaches and animals, Indian depredations, and the high cost of food for both employes and horses were a few of the stage owner's problems. McGraw is said to have failed by taking passengers from Independence, Missouri, to Salt Lake for $180 and to California for $300.[45]

We would consider the fare from Missouri to Montana as very high, although the passengers of the sixties seem to have offered little complaint. In 1866 a ticket from Atchison to Virginia City was $350.[46] Writing from the latter place on May 21, 1868, Bishop Tuttle, in a letter to his wife, said that Wells Fargo and Company had just reduced the Omaha-Virginia City fare from $330 to $250; that from Salt Lake to Virginia City from $120 to $100, while the rate from

[44]The Overland Stage to California, p. 50.

[45]*Ibid.*, p. 2. In 1858 Butterfield took passengers from St. Louis to Santa Fe for $100, gold. *Ibid.*, p. 19. The gold rush to Montana and Idaho brought the price from the Missouri river ports to Denver up to $175, "when the highest point had been reached." *Ibid.*, p. 42. In 1863 the fare had been but $75 to Denver, $150 to Salt Lake, and $225 to California. Two years later the fare to Salt Lake was raised to $350. *Ibid.*, p. 50.

[46]*Ibid.*, p. 50. Root asserts that at one time a ticket from Atchison to Helena cost $525. *Ibid.*, p. 488. Granville Stuart told me the following story: "In the winter of 1865-66 with eight others I gave $500 in clean dust for the stage ride from Virginia City to Atchison, from whence we went to St. Louis on the Hannibal and St. Joseph railroad. When I got to St. Louis I found that my $500 in gold-dust was worth $1,480 in currency. In addition we had a bad trip and paid a dollar for every meal we ate during the twenty-eight days on the road. That was the most expensive ride I ever heard of."

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Salt Lake to Omaha remained $150.[47] The *Montana Post* of August 21, 1868, advertised the Wells Fargo rates to be $261 from Helena to Omaha, $236 from Virginia City to Omaha, and $120 from Helena to Salt Lake. This quotation would mean a still further reduction of fares during the year 1868.[48]

The travelers by stage were allowed to carry twenty-five pounds of baggage free. The following advertisement appeared in the *Montana Post* of September 24, 1864: "Passengers allowed twenty-five pounds of baggage in treasure, or anything they may choose to carry." When Bishop Tuttle in 1868 returned to Montana with his wife he was charged sixty cents a pound excess from Salt Lake to Helena. As a result the bill for Mrs. Tuttle's "necessary baggage" was $195.[49] Evidently the clergy were not favored by the transportation companies in pioneer days.

When the Union Pacific was completed the passenger rates as well as the freight tariffs became lower. A ticket from Helena to Omaha, which had formerly cost $250, now was but $126.75, and from Virginia City it cost but $116.75. A second class ticket could be bought for twenty per cent less than the above figures. The passengers were taken from the Montana towns to Corinne, Utah, by stage and thence to Omaha by train. Through tickets were sold from Montana to either coast.[50]

As the stage lines could not compete with these rates and as the passengers refused to patronize them any longer, the stage coaches were removed from the whole Overland route

[47] D. S. Tuttle, D. S., D. D., LL. D., *Reminiscences of a Missionary Bishop*, (New York, 1909), p. 185.

[48] At times severe competition or lack of business seemingly caused the making of excursion rates as the *Montana Post* of September 24, 1864, gives a rate of $25 from Virginia City to Salt Lake by the Holladay company. The same concern in the *Montana Post* of October 13, 1866, advertised a rate of $75 in "bankable dust" from Helena to Salt Lake.

[49] *Reminiscences of a Missionary Bishop*, p. 214.

[50] *Weekly Mountanian*, (Virginia City), August 7, 1873. The second class rates from Helena and Virginia City to Omaha were $100 and $90 respectively. The stage rates from Helena to Corinne was $60, and from Virginia City to Corinne $55. The railroad from Utah to Montana was not completed till 1880. It reached Butte in 1881.

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between the Missouri river and California. But until branch railways were built they still continued as feeders of the Union Pacific. Although they are still used in many of the remoter western communities, the romance of staging has passed. These old cumbersome vehicles, without which no picture of early western life is considered complete, no longer rock and jolt over the long tedious mountain roads. The guard no longer sits on the box with a rifle across his knees and Colt's revolvers in his boots or belt.

Since the stage could not compete in schedule, price, nor convenience with even the primitive railroads of the sixties, it had to go. Like the ox-team and the river boat, the Concord coach had served its purpose and was forced to give way to a mode of transportation that could keep pace with the demand of a rapidly growing, exacting and ambitious western population.

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GOTTFRIED DUDEN'S "REPORT," 1824—1827.

TRANSLATED BY WILLIAM G. BEK.

THIRD ARTICLE.

THE FOURTEENTH LETTER.

Montgomery (County), September, 1825.

"I have encountered some inconvenience, which with better information might have been avoided. When I landed on the American coast, I did not know the latest law concerning the sale of public lands. I thought that the land which was offered for sale could be entered at the price of $2.00 per acre, and that possession could be taken at once, remitting the purchase price, in part at least, during the following four years. I had calculated thus in my money matters, and was far in the interior, before I learned that the purchase price of land had been reduced to $1.25, to be sure, but that the entire amount had to be met at the time of the purchase. I was so charmed with the pieces of land which I had selected, that I did not wish to wait for the arrival of new supplies of money. My cash on hand was thus very much reduced. I did not delay writing to Europe at once (in November of the past year), and had a right to expect the arrival of funds by the end of March. Unfortunately the letter was lost. Altho a loan by a friend in Baltimore spared me real embarassment, nevertheless the entire summer passed by without my being able to make my place habitable. However, the time has not passed by wholly unutilized. I have had opportunity of learning all sorts of things that further my purpose. As a sample of such experience I wish you to consider the following account, in which I will tell you what happens, when the American betakes himself from the already settled into the so-called wild parts, in order to found a new home.

"During this season of the year, there arrive daily numbers of immigrants from Kentucky, Ohio, Virginia, Penn-

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sylvania, etc. If these people had to travel in European manner, their desire for emigration would soon vanish. However, all that is done differently here.

"An agriculturist, commonly called farmer, who has sold his property advantageously, say in Pennsylvania or Virginia, turns his glance instinctively to the western states, to the lands belonging to the Mississippi basin. Usually he makes a tour of inspection before he undertakes the trip, unless he has been sufficiently well informed by reliable friends. For the time being he leaves his family behind, going on horseback, to look out, usually in company with other persons who are pursuing the same purpose as he is. This is done in the spring, sometimes also in the autumn. After his return the plan of emigration is more definitely determined, and is always carried out in the autumn season, on account of the prevailing fine weather.

"A large farm wagon (and if the needs of the family require it, several) are loaded with the household goods, which are stored away in such a manner that a part of the covered space of the wagon is reserved for the travelers. In addition to the household goods, tents and provisions such as smoked pork, beans, peas, rice, flour, cheese and fruit are taken along, and, for at least the first few weeks, bread for the passengers and maize for the work horses. Thus the migration is begun. Sometimes the owner rides with his wife and children in a separate wagon, sometimes in a coach. or he may ride on horseback. If he owns male slaves, one of these acts as driver, otherwise he himself or some other member of his family attends to this. On the entire journey, which may extend over 1,200 miles they never think of stopping at an inn. At noon, while the horses are being fed, the operations of the kitchen also begin. The vicinity of a spring or a brook is usually selected as a stopping place, and the travelers sit in the shade or in the sun, just as the weather conditions may invite. A fire is quickly made and the operations of preparing a meal proceed just as they would at home. In the evening more attention is paid to the selection of a camping place. If there is need of cooking utensils or of

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victuals, halt is made near a farm house. Tents are pitched, especially when the weather is rainy. Some of the party busy themselves with the animals, for if the journey is not too great, cattle are taken along too, others are busy with the kitchen, and finally the night's lodging is prepared. Wherever the wagon-train stops the people obligingly grant whatever is asked for. Household utensils are loaned, provisions are sold cheaply, and to the horses and cattle pastures are assigned, unless the owner should prefer to leave them in the open. The latter plan rarely offers any difficulties. Usually it is only necessary to put a bell on the leader of the herd and to hobble his feet so as to make walking somewhat difficult. The animals are tired and hungry and will not easily leave a good pasture, moreover, a well trained dog would soon find out their tracks. Nevertheless there are instances where such animals take advantage of every moment of freedom to run back to their old home. No distance and no stream can hold them back, and straight on, even thru great forests, they know how to find their old homestead. In my neighborhood are two oxen which have come back 100 miles and have swum thru the Missouri to get home again. A horse came back from Franklin, a distance of 120 miles. Horses are not as ready as cattle to swim thru great streams. For this reason ownerless horses are always to be found on the point where the Missouri and the Mississippi join. These horses have run away from the plantations on the upper course of the river and are trying to get back to their old homes in Kentucky, Ohio, Virginia, etc.

"From the latter part of August to the middle of December such migrating families encounter no hindrances. All along the way, from the most eastern range of the Alleghany mountains to Missouri, there is no want of inhabited places where they can supply themselves with the necessities of life. The danger of robbers is almost unknown, and I know of not a single instance of such a train of movers being attacked. The roads are everywhere in such a condition that freight wagons are able to get thru. Moreover, an American traveling in this manner always has an ax with him,

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and a few bad places are soon repaired, or he chops for himself a new road thru the woods. A delay of a few hours is of no consequence to such a person whose expenses of the journey are no greater than they were at home. Truly, I should have been delighted to have traveled in such a manner. Like all individual travelers, commercial agents for example, I was obliged to frequent the inns. Every evening we had to unload our wagon and reload it again in the morning. This sort of inconvenience is unknown to a household on wheels. Such a household always has the same beds and the same service thruout the whole journey. The best inns cannot compensate for that. During the spring the precipitation is great and the roads are then worse. In the summer it is too hot. This is especially true of the months of June, July and the first part of August.

"You are perhaps surprised that I have not made mention of the summer season in Missouri, since I had manifested my concern about it in a former letter. I will say for the time being, that as my first winter was usually mild, so my first summer was called unusually hot and dry. Really, the Fahrenheit thermometer did register 104° in the shade (about 32° Reaumur). However the nights were usually cool, and I enjoyed the best of health. In the future I shall have opportunity to speak more of this, for today I request you to follow the migrating Americans.

"As soon as the migrating family has arrived at the site of the new homestead, they stop near the spot where the buildings are to be erected, and build an enclosure for the temporary protection of the household goods and the tents, which are now pitched for a longer time. The enclosure is necessary to keep the cattle of other settlements away. In this enclosure the young calves are also kept, in order to cause the cows, which graze out in the open, to come home regularly. These cows supply the family with milk and cream without requiring the least attention or care. For the house a site near a good spring or brook is preferably selected. Over the spring a small house is at once constructed, in order to

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prevent the pollution of the water, and to afford a place to keep milk, butter and meat cool.

"The next concern is the building of a dwelling house, which is done in a manner already described by me in an earlier letter. The timbers are not hewn, however, for at first only a barn-like structure is intended, for a temporary shelter. For the negroes a similar building is erected, then a barn and a small building to serve as a smoke-house. The trees are felled near the building site, to which they are dragged by horses or oxen. The raising of the house is done with the aid of the neighbors, if the hands of the family are not sufficient for this purpose. Buildings of this nature, however, do not require more than four or five workmen. Boards are cut for the doors and the floors. For the latter trees are sometimes split in two, for which purpose the ash and hackberry trees (celtis crassifolia) are especially suited. The hearth together with the chimney are made, in the simplest manner possible, of wood, which is lined with stones on the lower, inner side and daubed with mud in the upper portion. When the chimney is half a foot higher than the gable of the house, the smoke will not bother in the least. Danger of fire depends entirely upon the condition of the rock lining and the clay coating.

'He who despises such a dwelling does not know the nature of the local climate. I have been in many such dwellings, where cleanliness and good furniture afforded an extremely pleasing effect. Many families desire no other house, altho they live in easy circumstances, indeed in affluence. What I have to criticise about these houses is the fact that they usually have no cellar, so that in the summer time the humus earth under the rough floor gives out a mouldy odor, which, tho it is rarely offensive, nevertheless is manifestly not conducive to good health. A floor constructed by a carpenter removes this inconvenience completely. He who does not wish to go to this expense can attain practically the same end by first removing the humus earth from the building site, or by burning the wood of the clearing on the spot and thus baking the ground.

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"When the work of building is ended, which requires hardly more than two or three weeks, the family already feels much at home, and then the clearing of farm land is begun. Usually they begin by fencing in a selected tract, in order to use it as a temporary pasture for the horses and oxen which must be kept in the vicinity for work.

"Nothing is more erroneous than the ideas which the European entertains about the difficulties connected with the transformation of forest into farm land. Even Volley speaks of four years which a farmer requires to clear a small piece of land. As a denial of all adverse portrayal I wish merely to state, that here, where day labor amounts to 62½ cents per day, the whole work connected with a single acre does not exceed the sum of $6.00, provided that the piece contains from four to six acres, otherwise the enclosure, which is reckoned in with the rest, would cost too much. With this work done the field is ready for the plow. If the work is done by slaves, which are owned, or which are hired, the whole can be done much cheaper still. Of course, the expense of grubbing out the tree stumps is not included in the above figures. Such an undertaking would be laughed at here. Only bushes and shrubs are removed with their roots. There is no heath in this region and consequently no heather. On the other hand there are, here and there, in treeless spots, many hazel bushes and blackberry bushes. Thick trees are never cut down. Only trees of one foot in diameter or less are hewn down, and these are cut so low that the whiffletree of the plow are not interfered with by the stumps. All thick trees are simply 'killed,' that is they are girdled, as a consequence of which most of them die within two weeks, and neither draw sustenance from the soil nor shade it any more. I said most of the trees, and here I mean the different varieties of oak, ash and walnut trees. In case of the linden tree the bark must be peeled off for some distance, and there are other varieties of trees that do not die until the third year. To these belong the plane tree and the cottonwood (populus Canadensis) which is common in the river valleys. However, by the process of girdling, their

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vitality is from the very first impaired, so that they do not injure the crop. Since the maize, the cotton, tobacco and sweet potatoes, and many other vegetables are planted in rows, far apart, the dry trees do not interfere with their growth. The thick trees rarely stand so close together that they interfere with the wheelless plow, and the thinner ones, as I have said before, are hewn down. The crop having thus been provided for, the dry trees can be removed by and by and used as fuel. But even at the time when the buildings are being erected, it is customary to select such pieces of land as are desirable for fields, and to select the building material on them. Such trees as are suitable for making fence rails are also selected from such tracts. The stumps decay soon, and in twelve or fifteen years have disappeared entirely. Many of the dead trees are brought to earth by the wind and the process of decay. The crop itself is injured very little thereby, and the possibility that man and beast might be crushed by such falling timbers is never taken into consideration. In the forests themselves there is too much dead timber for the people not to be cautious. During every severe wind storm, during every season of continuous dry weather, and during every violent rain storm, all of which agents loosen the roots of dead trees, sometimes within the period of twenty-four hours more than fifty tree trunks may be heard crashing to the earth, at no great distance from the homestead, occasionally amid a terrific uproar, and yet hardly an instance can be sighted in which domestic animals which were left in the open had been injured. Their cautiousness, especially in the case of horses, is indeed remarkable. During stormy weather they seem to avoid the dead trees, and if they are ridden, or if they are working in the field, the slightest crackling noise makes them restless. Moreover, the people are not so reckless, and in stormy weather the work among the dead trees is postponed.

"I am told that the cold weather prevents work in the open for not more than two days in succession. Even in January it is not always unfavorable for the grubbing out of the tree stumps. It is evident that in a country where

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horses, cattle, even the young calves not excepted, and swine can spend the whole winter in the open, the climate can not be very severe.

"It is remarkable to see how all domestic animals accustom themselves to return to the farm yard. Milch cows, of course, are made to return by penning up their calves. Because of this reason the calf is always given in with the bargain when a milch cow is sold. Calves are never slaughtered, if for no other reason than that they grow up without any attention or expense. The cows return at regular intervals during the day, and sometimes wait for hours to be admitted into the enclosure where their young are kept. A little maize is given them at milking time but then they are again turned out to provide for themselves. When the ground is covered with snow they eat the tender branches of shrubs and bushes. Then, too, the fields are open for them where they eat the leaves and stalks of the maize. I am told that cattle are able to winter without the least attention by man. The same is true of horses. The swine find so much to eat in the woods that they become quite fat, and do not come home the whole summer long. As soon as it grows cold, however, they return to the homestead to which they belong, even tho they have been gone for months. They, too, are now given some corn, more for the purpose of keeping them around the home place, than because they need it for their subsistence. Only those hogs which are to be slaughtered are penned up and fed abundantly to increase their weight so much the more rapidly. A little salt will induce horses and cattle to return home frequently. As soon as the horses or oxen are used for work they receive special attention. Ten to twelve ears of maize constitute a full meal for a horse, without hay or pasture being required. A bushel of maize weighs from 55 to 60 pounds. To the European the habit of domestic animals to come home at regular intervals constitutes the most surprising phenomenon. Cattle and horses follow the bell of the leader of the herd. The barking of a dog will cause cows to return in a dead run to the place where their young are kept, and they will not be calmed

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till they know their calves are safe. Oftentimes a sow will return home with a litter of pigs, after having been gone for months. In this way the wealth of the farmer is increased without his suspecting it. Every good farmer owns an instrument with which the ears of all his animals except the horses are marked. For his protection an impression of this instrument is kept on record in the books of the county court. Hogs frequently suffer from an ailment which is caused by a worm which perforates the membrane that encloses the kidneys. Instances are also recorded where cows gave poisoned milk, the consumption of which is, of course, followed by serious consequences.

"As long as the settler is not sufficiently stocked with meat from his domestic animals, his rifle keeps him well supplied. The meat of domestic animals is inexpensive, since a pound of beef costs only one and one-half cents, and a pound of pork two cents. However, there is so much game, such as deer, turkey, quail, wild dove, pheasant, smipe and others, that a good shot can easily supply a large family with meat. The hare is not found here, its home is farther to the north, but rabbits are very numerous. They are very destructive to gardens and young fruit trees. In the whole United States hunting and fishing is absolutely free. On land that is not fenced in, any one may hunt big or little game, when and how he desires, with dogs, nets, snares or traps, or with gun. Slaves, however, are forbidden to bear arms, a precaution which is not strictly enforced. The deer, of which there are two varieties in Missouri, the cervus Virginianus and Canadensis, are usualy very fat, and their meat is palatable. The hunter who secures such an animal rarely takes the whole of it home with him. He is satisfied to have the hide and the hind quarters, and hangs the rest on a tree for anybody else, who may wish to take a roast. Turkeys are found in droves of from twenty to fifty. About Christmas time they are very fat. Since I am not a good hunter, I let a neighbor supply me with turkeys each week, chiefly for soup. A turkey must weigh at least fifteen pounds or the hunter will refuse to take it home with him.

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I pay twelve and a half cents for a turkey. The bison is not seen in these parts any more. It has retreated farther to the north and west. Bears are occasionally still encountered, but wolves I hear howling almost every night, and nevertheless the sheep go out without a shepherd. The farmer suffers almost as little loss from wild animals, as he does from robbers and thieves. Complaint is made, however, that from the latter part of April to the middle of May, young hogs are in danger of she-wolves, which then have their young.

"Board and lodging can be secured here for one dollar per week. The care of one horse is usually not figured on at all. The superabundance of provisions explains the hospitality of the people. Wherever a house is found there one may count on finding shelter and accommodation, and but rarely will a farmer accept pay from a fellow countryman, much less demand it.

"Altho horses could be raised so easily here, this industry is very much neglected, and horses are therefore quite expensive, much more so than in the State of Ohio. A strong draught horse is often worth from eighty to one hundred dollars. It is impossible to utilize so quickly all the advantages which nature affords. In New Orleans butter is often worth more than fifty cents a pound, and still this high price has occasioned but few shipments from the State of Missouri. The water way is good enough, but in order to produce much butter and milk it is necessary that the cows should be kept in stables for at least a part of the year, but this the first settler considers too much trouble. Grain, especially maize, and salted meats are sold to good advantage in New Orleans. Boats can be built without any difficulty on the banks of the Missouri. He who knows that the territory along the Gulf of Mexico imports many cargoes of provisions, butter, cheese, ham, and flour annually from Europe, will not be anxious about poor markets her. Most of our horses are even now sold to the south.

"The gathering of ginseng roots alone could support many a family, not to mention the many other medicinal plants, but it is easier to gain a living in other ways. Even

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poppy and rape-seed oil are not yet made, tho the climate and the soil are so well adapted to their cultivation. For emigrants from the Rhine country nothing is more important than grape culture. No anxiety need be entertained on account of a market and high compensation, for the Americans regard wine culture as a matter of national importance, since they say that outside of the wine, the old world has nothing more to offer them. But of the method of producing wine the Americans are absolutely ignorant. The descendants of the British could not learn this art from their ancestors, because they themselves were ignorant of it, but that the descendants of the French, the Swiss and the Germans should be inexperienced in this art is to be explained by the fact that the first generation of these people, in their effort to provide the immediate necessities, found themselves fully occupied and they died without having laid out vineyards, and from them only the knowledge of this art could have descended upon their children. Attempts to raise grapes have been made to be sure in St. Louis and St. Charles, for example, but in such a manner that vineyards soon resembled forests, and no ray of sunlight was able to penetrate to the grapes.

"A small family requires no more than four or five acres of land to begin with. Half an acre suffices for garden vegetables, another half acre for wheat (for the sowing of which it is usually too late in the first autumn), after which there are left three or four acres for maize.

"In the western part of North America the maize is the farmer's main crop. One might call it the nurse of the growing population. It serves all domestic animals as food. The meal made of it, when cooked with milk, furnishes a very nourishing, wholesome and palatable food. If it is kneaded with the boiled pulp of the pumpkin (cucurbita pepo), a kind of bread can be made of it, which I prefer to wheat bread, especially if the dough has been made to ferment, by the influence of warmth, for twelve hours. Meal simply mixed with water or milk and baked without further ingredients makes a kind of bread which is too dry, however, if it is con-

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sumed with fatty foods it is eatable. The baking is done in covered, iron pots, which are placed beside the hearth and are covered entirely with burning coals. In most of the households fresh bread is baked every day, which is not so much of a burden, since there are always supplies of burning coals on the spacious hearth. Wheat bread is also not lacking. As I recall it, meal is called Griesmehl in the Rhine country. There are a great many varieties of maize here. Those with white or yellow kernels are the most common. Besides these varieties there are those with red, blue, and red and blue spotted kernels, and finally a kind whose kernels are transparent like pearls. These peculiarities perpetuate themselves in successive plantings. The meal of all the varieties is the same. The stalks become very high, ten, fifteen, indeed twenty feet high.

"The garden supplies the best kitchen vegetables. Peas and beans prosper beyond all expectation. Of the beans only the finer varieties are raised. In order not to have to supply sticks for the beans and to make special beds for them, they are planted in the maize fields, where the high stalks of the maize furnish supports for the vines. There also the pumpkin, lettuce and other garden vegetables are planted. All these things thrive simultaneously, without the least fertilizer, and indeed after twenty years just as well as during the first year. I affirm that this is no exaggeration, and that I have convinced myself of the truth of this assertion many a time. One of my neighbors, a Mr. William Hancock, owns a plantation on the banks of the Missouri, which was laid out more than twenty years ago. This land has year after year produced the most abundant harvest, which no fertilizing was able to increase. The only notable change is this, that wheat can now be grown successfully on this land, which formerly always fell to the ground, because of the richness of the soil. Garden vegetables, of course, require some stable manure. The farmer supplies this fertilizer in the simplest manner possible, by penning up his sheep over nights in the garden. Cucumbers, melons (water melons etc.) are grown each year in great abundance without any special at-

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tention being given to them. The sweet potato is also a fine vegetable. The common potato is called the Irish potato. The sweet potato requires a long summer, and for this reason would probably not thrive in Germany. When prepared by steaming, its taste resembles that of the finest chestnut. The vines of the plant run over the ground like the cucumber. I am very fond of sweet potatoes in the morning with my coffee, but I am rarely able to partake of the fried meat which is usually served with them so early in the day.

"During the second year, after the land is cleared, cotton can be grown; north of the Missouri, however, only for the family use. It is the endeavor of the American farmer not to spend any money for food and drink, nor for clothing (finery alone excepted). For this reason he grows flax and hemp, and keeps a small herd of sheep. The flax, hemp and wool are all worked up at home. The spinning wheel is nowhere lacking, and if the household does not own a loom, the housewife or one of the daughters goes, from time to time, to a neighbor who does possess one. Just as most of the men know how to make their own shoes, so but few women find difficulty in making their own clothes as well as those of the men, indeed they make them fairly well and after the changing demands of the fashion.

"The household, having thus been established, and the first acquisitions paid for, the family lives carefree and happy without the least bit of ready money on hand. This is the true reason why small sums of money are regarded as of less value than in Europe. If the man of the house does bring home some money, then his wife finds herself at once in need of something, and the peace of the household is usually disturbed until everything has been spent at the nearest store, usually for gewgaws. The smallest coin here is one of silver and is worth six and one-fourth cents (nine Kreuzer). Copper coins are not seen at all in the western states. Cash is needed only for the paying of taxes. These are, however, so insignificant, that they hardly come into consideration. Land acquired from the government is entirely free for five years. Taxes vary according to the needs of the state. During the

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present year one-fourth of a per cent is due as a state tax on the value of all real estate, on all full grown live stock and on articles of luxury, to which class gold watches belong, and in addition to this a small sum is asked to defray the expenses of the county. Capital is untaxed. Taxable property is evaluated so low that a tax of six dollars is indicative of a considerable amount of property. Whoever pays this much must own at least from four to six full grown horses, from forty to fifty head of cattle, a hundred hogs and a herd of sheep. For the federal government a direct tax is rarely levied, for the individual state, however, annually. Aside from the above named obligations the farmer has no burdens whatever. He can send his produce to the Atlantic Ocean or to the Gulf of Mexico without the least tax or inspection. In Germany it will be an item of surprise to learn that here in Missouri the assessor as well as the collector is obliged to hunt up the people. No one is obliged to take his money to the collector, altho this is usually done upon the latter's kindly request.

"Here, as in the entire west, it is customary to pay for work, whether it be by a day laborer or by an artisan, in barter. This is caused not so much by an absolute lack of money, as by a desire to lighten the means of trade by establishing a system of equivalents. The objects of trade do not possess an absolute value, but they are judged in each instance by the contracting parties, or by a third party, according to the actual money value, which is, of course, based upon the conviction that the conversion into money might be made without any appreciable loss. Under the Spanish dominion this was different. At that time certain wares, as for instance hides and furs, had a legal, unchangeable value. Formerly it was also not a rare occurrence here, in the absence of small coins, to cut the piaster and half piaster into bits, often simply by guess, for niggardliness is wholly unknown to the Americans.

"From the foregoing you will be able to draw your own conclusions concerning the lot of the American planter in general, and at the same time the question will be answered as to what is yet desired for the well-being of the settler whose

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enterprise we have thus far considered. For the comfort of the settler I should ask nothing except a better dwelling house. The conception of the ordinary European in regard to expense which would be involved in furnishing such a better dwelling is in the most striking contrast to the conditions actually existing. Keep in mind that the dwelling house which I should like to see improved is intended solely as a residence of the people themselves, and that the out-houses, which cost almost nothing, assist materially in making life comfortable. For fifty dollars more than half a dozen out-houses, such as kitchen, smoke-house, shed, barn and stable could be erected, and that at day labor, which, by the way, is not the most inexpensive way of getting help. A comfortable frame house costs from two to three hundred dollars. For five or six hundred dollars a brick house could be built which in the seaboard towns would cost four times as much.

"If the planter owns two slaves he need do nothing but supervise their work, and the housewife will also have no cause to complain about the work in the house. Beer, too, could easily be brewed here, since great quantities of hops are found in the woods. The apple and peach orchards, which are lacking at no farmhouse, furnish cider and brandy. Altho a very good brandy is also made of maize, that of apples and peaches is nevertheless preferred. I have tasted old brandy made of maize, a gallon of which cost thirty cents, and it was equal to the best French brandy. But even without slaves the American farmer lives in a condition that by far surpasses that of the German peasant who commands the same amount of wealth.

"The soil is so fertile that the maize crop requires only one single breaking of the ground." Then Duden tells of the primitive method of planting maize, the "laying off" of the land, the dropping of the grains in the intersections of the furrows and the covering of the seed with the hoe. "This is done the latter part of May. About four weeks later, when the plants are about a foot or a foot and a half high, the space between the rows is plowed with one horse and the

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weeds thus destroyed. This constitutes all the work that is required till the harvest, for the work of taking care of the fences can, in reality, not be called work. In fields that still contain dead trees the trunks and the branches that have fallen are removed from the ground before plowing. In this work, too, the American knows how to lighten his labor. Instead of attacking thick trunks, he places burning coals on each trunk at intervals and builds fires, which within twenty-four hours separate them into such parts as can easily be rolled into heaps by two persons. These piles of logs he then burns up. The removing of the corn stalks constitutes a part of the preparation for the next crop. They are either beaten down, chiefly by children, or they are rolled down and then raked together with a harrow and burned. A bundle of bushes drawn by two horses is used where the harrow is lacking.

"In the sowing of wheat, rye and oats much less care is taken than in Europe. To be sure such grain does suffer much from weeds, but the extra amount of ground makes up this loss, in fact the painstaking methods of Europe would here be regarded a waste of human energy.

"There are various means of lightening the more burdensome tasks of the household. The clothes, for instance, are washed at a near-by brook, where a fire is built under a hugh kettle. The place for drying and bleaching the clothes is not far distant either, and in summer a shady spot is chosen, of course. At butchering time other similar advantages present themselves. Usually the cattle as well as the hogs are killed by a rifle shot. The animals are lured to the desired place by giving them something to eat, and but rarely does the bullet miss its goal. A single person can in this manner do all the work connected with butchering, but it is customary for one neighbor to assist the other at such times.

"Finally I must gainsay the erroneous statement, that lack of social intercourse constitutes the dark side of the much praised situation of the American settler. I wish such a conception that many advantages have to be paid for at the price of isolation, be dismissed from your mind, and that

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you consider instead that a distance of two or three English miles is regarded insignificant even by the feminine sex. No family is so poor, but what it owns at least two horses. The acquisition of these animals, which are kept at so small an expense, is the first endeavor of every settler, after which he considers getting good saddles, and it is nothing extraordinary to pay from twenty-four to thirty dollars for a lady's saddle, a price, which on the Atlantic coast, for instance in Baltimore, would suffice for three saddles. Women and girls, old and young, ride horseback, sitting cross-wise in the saddle, in the manner of the English. They ride well, fast or slow, and sometimes to great distances, just like the men. Not a week passes in which the housewife does not take a ride to pay her neighbors a visit, going either alone or in company with other women. On Sundays only the inclemency of the weather can keep them at home. On such days the whole family frequently leaves the house, without the least concern regarding thieves. Many houses do not even have locks, altho the kitchen utensils alone are worth more than twenty dollars. Horse racing, cock fighting and target shooting are here, as elsewhere, the most frequent occasions for the gathering of the men. In a few states, as for instance in New York and Massachusetts, horse racing is prohibited. In Connecticut cock-fighting is also against the law. The latter undoubtedly belongs to the most cruel sports. The natural spurs of the cocks are cut off and sharp steel prongs fastened on instead. The result is that the fight becomes deadly in a few minutes."

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MISSOURI AND THE WAR.

THIRD ARTICLE.

FLOYD C. SHOEMAKER.

No Missourian has so attracted the attention of the world since the days of her great humorist-philosopher, Mark Twain, as the Nation's war hero, General John J. Pershing. Nor has anyone in the United States been more fortunate in the favorable impression he has made on the minds of the Ally nations than this native son. While criticism and sometimes abuse has been the reward of even President Wilson, no adverse comment from any source at home or abroad has been made on the Commanding General of the American Expeditionary Forces. This exceptional treatment at the hands of the press and the government of three nations—the United States, England and France—is not due to the protected or unimportant part played. No military officer has been more closely observed, has had a more significant position, and has met more peculiar situations demanding executive ability and political astuteness, than General Pershing. If he had failed once, even in some minor operation, had spoken the wrong word, had left a poor impression on civilians and soldiers at home or in England and France, or had committed one of a hundred possible errors, the fact would have been heralded over land and sea. Somehow, he has met every test.

He refused to deliver public addresses in France, still this is what Lieut. Paul Perigord of the French army says:

"The greatest speech brought about by the war, in the opinion of the French people was that made by General Pershing at the tomb of Lafayette, when leaning over the tomb, he whispered, 'Lafayette, we are here.'"

The following superlatives for General Pershing were written by the efficiency expert, Edward Earle Purinton, in the New York *Independent*:

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GENERAL PERSHING AT THE TOMB OF LAFAYETTE IN THE PICPUS CEMETERY, PARIS.
(Photo by the French Pictorial Service, Courtesy of The National Historical Society, New York City)

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"General Pershing is the best trained and best equipped leader of the best army the United States ever saw. He is the first commander of an American army to put war on a straight business footing that every business man the world over is bound to respect. He is the only general in the world-war with enough man-power and material resources back of him to insure victory. He is the first and only warrior, since time began, to lead a host of millions of powerful men from one country to another, solely on a mission of defense and deliverance equal to that of the early Crusades, but every man of the expedition armed from tip to toe with the science and experience of the modern war machine.

"If you had been present fifty million years or so back yonder, when the world was made, and if the fates had offered you a cosmic field glass, to look down the ages and across the map of the world, spying out the best time and place in which to be a soldier and do a soldier's work—you couldn't have settled the matter better than to choose this war to fight in, this country to fight from, this crusade to fight for, this man Pershing to fight with.

"A stronger, better leader than Pershing would be hard to find. He resembles Kitchener in appearance, and even more in action. He is always on the go. He has the fire and snap that American youths admire. The right qualities of leadership are that a man should be stern but not harsh, quick but not rash, keen but not cruel, proud but not haughty, firm but not prejudiced, clean but not prudish, calm but not hard, shrewd but not selfish, brave but not heedless, kind but not soft. Pershing has these qualities.

"We have marching orders for you—orders straight from Pershing. He has spoken to you thus: 'Hardship will be your lot, but trust in God will give you comfort. Temptation will be fall you, but the teachings of our Savior will give you strength. Let your valor as a soldier and your conduct as a man be an inspiration to your comrades and an honor to your country.' Then Pershing set his jaw and made another remark, for you to heed, remember, and make good.

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'Germany can be beaten, Germany must be beaten, Germany will be beaten.'

"Follow these marching orders, and in years to come, when the peace of consecrated power that you have brought the world fills your own life with blessings and the hearts of your loved ones with a great joy and pride in the deeds you have wrought, you will be infinitely glad, through life and perhaps through eternity, because you were one of our boys—over there with Pershing."

MISSOURIANS IN IMPORTANT WAR POSITIONS.

Missouri is justly proud of the men she has in the Nation's service. Many of her sons have gained prominence. Some are leaders in the army and navy, others in executive councils in Washington.

When Secretary McAdoo came to the selection of a staff for running the railroads during the war, he wisely turned to Missouri. James F. Holden of Kansas City, vice-president in charge of traffic for the Kansas City Southern Railway Company, was appointed on the Director General's board of traffic managers. Associated with Mr. Holden on this board are J. A. Middleton of Kansas City and H. M. Adams of St. Louis—all Missouri railway officials of renown. Mr. Holden has also been appointed as supervisor of transportation and traffic for the federal shipping board. The chief of transportation is Carl Gray, an Arkansas boy, who learned the railroad business on the Frisco in Missouri. Another Missouri-trained railroad man is Howard Elliott, now prominent in the Special Railway Committee in National Defense.

One of the most remarkable careers in Missouri railroad history is that of Hale Holden, of Kansas City. Born in Kansas City in 1869, he practiced law in his native city until 1907, when he entered the railroad service. He rose to the presidency of the Burlington system and was recently appointed superintendent-in-chief of all the railroads in the United States. Secretary McAdoo holds the office of director general of railroads, but on Hale Holden will rest the practical solution of all the great traffic problems existing today.

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Another Missourian appointed by Director-General McAdoo as one of a committee of three members to investigate the inland and coastwise waterways for use in solving the transportation problem, is Mr. Walter S. Dickey of Kansas City. Mr Dickey's appointment is merited by his activity in promoting river transportation between Kansas City and St. Louis.

Hon. Frederick W. Lehmann of St. Louis has been commandeered by the United States Railroad Wage Commission to serve as its counsel. Mr. Lehmann was solicitor-general of the United States under President Taft and was one of the United States delegates at the mediation conference with Mexico at Niagara Falls, Ont.

The surveyor-general of procurement of supplies for five army bureaus is Mr. E. R. Stettinius, who was educated in St. Louis. Another Missourian serving as one of the chief purchasing agents for the Government is Samuel McRoberts, who was born and reared at Malta Bend (Mo.)

Among the five chiefs appointed by Secretary Wilson to carry out the war labor program, is Mr. A. L. Barkman of Kansas City. Mr. Barkman is chief of the Division of Farm Service.

United States Fuel Administrator Harry A. Garfield also turned to Missouri to select a district representative for the coal fields of Arkansas, Iowa, Kansas, Missouri, Oklahoma and Texas. Mr. H. N. Taylor of Kansas City was appointed to this office in February. He will act as representative of all individual shippers and mines included in these six states.

Ambassador David R. Francis of St. Louis, has again merited favorable comment by his ability and bravery shown during the recent disturbances in Petrograd. Charles R. Crane, head of the United States Mission to Russia, stated: "If Francis were to quit his post I do not know where in all the United States we would find a man to fill his place."

Mr. Crane said that one night Francis "bluffed" the Black Flag band when they went "to clean out the American embassy." With pistol in hand, he threatened to kill the first man who crossed the line.

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Among Missourians who have been placed in responsible positions in the army and navy service whose names were omitted from the last *Review*, or who have recently won new honors, are Taussig, Mayes, Russell, Alexander, Gordon and Coontz.

Commander Taussig of St. Louis, is second in command under Admiral Sims in fighting submarines and convoying our ships.

Judge Advocate General Mayes is also a Missourian who has been recently promoted.

Brig. Gen. Edgar Russell of Breckenridge (Mo.), is Chief Signal Officer with the American forces in France. General Russell was born at Pleasant Hill (Mo.) and later lived at Lone Jack and Breckenridge. He is a University of Missouri man.

Another University of Missouri man of rank with General Pershing is Lieut. Col. A. G. Alexander, who is in charge of all map making for the American forces abroad.

Lieut. Col. C. M. Gordon, a Missourian, is a member of General Pershing's staff.

Capt. Robert E. Coontz, a Hannibal (Mo.) man, has been made a rear admiral by selection and placed in charge of the Puget Sound Navy Yards at Bremerton, Washington. Admiral Coontz was appointed governor of the Island of Guam in 1912.

Worthy of special notice in serving the Nation are these: Dr. James E. Stowers of Millersburg, (Mo.), who has been appointed a surgeon-in-chief by the French Minister of War; Lieut. Commander E. A. Brooks, another University of Missouri man, who is in charge of the navy recruiting office at St. Louis; Dean Walter Miller of the Graduate School of the University of Missouri, who is in Y. M. C. A. work in France and Italy; Dr. Philip A. Shaffer, dean of the Washington University Medical School of St. Louis, who is in charge of the Food Division of General Pershing's army with the rank of major; W. H. Danforth, wealthy banker and miller of St. Louis, in Y. M. C. A. executive work in France; and Prof. Max F. Meyer, of the University of Missouri, who is one of

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the foremost workers in the Nation in organizing the Society of Friends of German Democracy, founded with the approval of the Council of National Defense.

Prof. J. D. Elliff of the University of Missouri, has been appointed Director of Vocational Education for Missouri. His duty will be to organize education in agriculture, industries and home economics in Missouri under the Smith-Hughes Act. He will also direct all work done in the state in war emergency education as outlined by the Federal Board of Vocational Education.

WAR HONORS AND HEROISM.

Missourians have continued to merit special mention on the field of battle. One of the six Americans decorated for exceptional bravery on March 3, 1918, by Premier Clemenceau of France, was Private David Alvan Smiley, a native of Pike county, (Mo.). Smiley was reared in St. Louis, and for the last five years has lived with his parents in Hannibal. He enlisted in the United States Army last April, and is now barely twenty-one years old. To win the French Croix de Guerre at such age is considered remarkable. Smiley distinguished himself twice in dashing through German barrage fire and gas attacks with important dispatches. He is a member of C Battery, Sixth Field Artillery, American Expeditionary Force. His acts of bravery were performed on March 1 in the Toul sector of the American line.

Another Missourian to be honored with the French War Cross in 1918, is Wilson Boley of Kansas City. Boley was decorated by the French Government for bravery under fire while driving an ambulance on the Western Front. He is the second University of Missouri man to be thus honored, the first being Fred Frick, also of Kansas City.

The letters "F. A. H." are not listed in honorary war titles and decorations, but they mean much to Charles L. Orr, a Kansas City boy. While under fire for the first time and severely hurt, Orr refused to desert his wounded "bunkie" when the Germans made a first trench raid on the American

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forces in France. Both were rescued, and Orr was christened by the nurses "F. A. H."—First American Hero.

Without decorations or titles, but deserving of mention are two Missourians today on the battle front. One of the members of the American battery that fired the first shot in France was James E. Pelasura. His home is in St. Louis and he is only seventeen years old. Another young Missourian whose career as an aviator promises to equal the famous Lafayette county hero, Lieutenant W. B. Hall, is Lieutenant Stephen Thompson of West Plains, (Mo.). Lieutenant Thompson is the first Missourian to bring down an enemy airplane on the Western Front since the United States entered the war. He did this on his first trip over the German lines. He is twenty-three years old and was graduated last spring from the University of Missouri. In the air raid over Saarburg, Lieutenant Thompson went up as a substitute for a missing French observer. He had never operated a machine gun before while in flight. The enemy planes closed in at an altitude of 12,000 feet. The Lieutenant took off his gloves and turned a stream of bullets into the German airmen. When the squadron returned the Missourian's hands were swollen to twice their normal size from the cold due to the loss of his gloves during the encounter.

The *St. Louis Republic* on February 9, 1918, commented in part on this feat:

"The Missourian had never been over the German lines or operated a machine gun, but when the escadrille was attacked by German airman, after dropping its bombs on the City of Saarburg, he showed the instinctive Missouri aptitude for "shooting irons" by spraying his opponent with bullets and had the satisfaction of seeing him tumble to earth, his machine in flames.

"That is the Missouri spirit, ready for any emergency, and there with the punch' when the time comes. We note the Lieutenant took off his gloves when the fight began, the better to operate his gun. That also is significant. This war is being fought without gloves, and having thrown down the

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gauntlet to his adversary, this Missourian has set the pace for the others who are on the way to finish up the job."

Among the officers and men of the U. S. S. Annapolis who were commended by Secretary Daniels for their gallant behavior on October 30, 1917, following the grounding of the S. S. Paddleford, were two Missourians—George F. Kelly, boatswain's mate, of St. Louis, and Arthur L. Brown, gunner's mate, first class, of Webb City (Mo.)

When the U. S. Destroyer Jacob Jones was struck by a torpedo on December 6, 1917, Lieutenant Norman Scott, of St. Louis, the Executive officer, performed his duties so well as to receive these words of praise from Commander Bagley:

"Lieut. Norman Scott, executive officer, accomplished a great deal toward getting boats and rafts in the water, turning off steam from the fireroom to the engine room, getting lifebelts and splinter mats from the bridge into the water, in person firing signal guns, encouraging and assisting the men, and in general doing everything possible in the short time available. He was of invaluable assistance during the trip in the dory."

But official recognition of services in this war have not been confined to Missouri men. Miss Cornelia Brossard of Kirkwood, (Mo.), was decorated in November, 1917, by the French Government and received an honorary degree from the Educational Department of France, which it is reported, never before was bestowed upon anyone outside of France. This unprecedented distinction was merited her for teaching French at the Barnes Hospital (St. Louis) to the Red Cross nurses and at Jefferson Barracks to the soldiers. Miss Brossard has done this without compensation, giving her time freely, and finding time for this patriotic work in addition to her regular work at the Soldan High School. She also has charge of a Red Cross unit in Kirkwood and has aided in patriotism in many other ways. She is a remarkable linguist, being a graduate of the University of Missouri and of Washington University (St. Louis). Besides other patriotic activities, Miss Brossard has adopted a French orphan, pro-

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vides things for several soldiers at Jefferson Barracks, and has taken under care a Belgian soldier.

Among those cited in December, 1917, by General Haig, the British Commander, for special recognition because of services in field hospitals near the firing line, were three Missourians: Miss Constance Cuppaidge, Miss Julia Stinison and Lieutenant-Colonel James D. Fife. Miss Cuppaidge is a native of Middle Grove, Monroe county (Mo.). She is a daughter of Dr. G. O. Cuppaidge, for years a practicing physician at Middle Grove and Moberly, who is now on the medical staff of the army at Fort Sill. She was supervisor of the operating rooms in St. Luke's Hospital, St. Louis until she started for France last May. Miss Stinison and Lieut-Col. Fife are both of St. Louis.

CASUALTY LIST.

The number of casualties among Missourians in service has greatly increased since the last issue of *The Missouri Historical Review* went to press. Three have given their lives on the field of battle, seven have died in France of sickness or other causes, thirteen have been wounded in France, and five have been killed while in service at home.

The first St. Louisan slain in France was David Hickey. He died from wounds received in action, February 24. Hickey was in Battery E, Sixth Field Artillery. He was thirty-eight years old.

The second St. Louisan to give his life for his country on the Western Front was Edward H. McNulty. Private McNulty, U. S. Infantry, was killed in action on March 1. He was nineteen years old.

Private Lloyd S. Miller of Commerce (Mo.), was reported killed near Toul in March.

Private Andrew Aubuchon, engineer, of Bonne Terre (Mo.), was accidentally killed in France on December 22.

Private Irwin M. Shaw, Signal Corps, of Columbia (Mo.), died in France of pulmonary edema and ptomaine poisoning, acute, on November 29.

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Private Tolliver Quinn, Quartermaster Corps, of St. Louis, and Bugler Fay E. Chrisman, Field Artillery, of St. Joseph, died overseas of pneumonia on February 1.

Private Edwin A. Mische, Infantry, of Washington (Mo.) died in France of broncho-pneumonia on January 8.

Private Carl C. Crawford, ammunition train, of Lundy (Mo.) died in France of measles and pneumonia on January 20. Private Roy E. Mahin, One Hundred and Fifteenth Aero Squadron, of Lamonte (Mo.), died in France of diffuse hypernephromatosis on December 27.

The following Missourians have recently been wounded in France: Ola Stark of Clarksville (Mo.), a member of the Canadian Expeditionary Forces, "gassed;" Sergeant Casper M. Heckemeyer of St. Louis, Battery A, Sixth Field Artillery, wounded in the battle of Chemin des Dames, February 25; Second Lieutenant John T. Maguire of St. Louis, A Company, Eighteenth U. S. Infantry, wounded in action, February 6; Pvt. Bruno Urban, Pvt. Ralph J. (Charles E.) Meyer, and Pvt. Oscar Pflasterer, all of St. Louis and members of the Sixth Field Artillery, wounded March 1; Corp. Leslie T. Bean of Poplar Bluff (Mo.), wounded on February 24; Pvt. Leslie H. Bull of Fulton (Mo.), Pvt. Guy A. Carter of Meadville, (Mo.) and Corp. Chas. I Sprague, of Mayville (Mo.), all of U. S. Infantry, wounded on February 26; Lieut W. A. Belsey, of St. Louis, U. S. Medical Corps, wounded at Cambrai in January; Pvt. Victor Kay of Kansas City, Company C, Eighth Battalion, Canadian Expeditionary Forces, wounded on Vimy Ridge; and Pvt. Arthur J. Snedeker of Columbia, Twelfth U. S. Engineers, severely wounded in action, December 31.

Private J. Rolls, twenty-six years old, of Kansas City, in the former Battery A, Missouri Field Artillery, died in the hospital at Camp Doniphan in January as a result of injuries received from an exploded shrapnel shell.

Chief Gunner's Mate William Earl Wagner of St. Louis, lost his life, February 26, when the steam tug Cherokee foundered off the Deleware Capes. He removed his life belt

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when the tug was sinking and handed it to Lieut. Commander Newell.

Seaman Julius Fuchs of St. Louis, U. S. Navy, died in February as a result of accident while coaling ship on the U. S. S. Neptune.

Frank P. Mathews of St. Louis, was killed instantly November 26, at Camp Taliaferre, Forth Worth, Texas, when his airplane fell three thousand feet.

One of the tragedies of the war was the murder of four Missouri boys at Camp Funston on January 11—John W. Jewell of Springfield (Mo.), C. F. Winters of Kansas City, O. M. Hill of Kansas City, and Carl Ohelson of Kansas City. The last three were employees in the Army Bank at Camp Funston, and Jewell was editor of the *Trench and Camp*.

PATRIOTISM AT HOME.

This letter from Major Samuel Robertson, with the engineers in France, to his brother, Mr. Will Robertson, of Carrollton (Mo.), was received in January. It is so unlike most reports and comes from one whose position gives weight to his words, that it is well worth reading and considering.

"We had a French general for dinner at our mess last night. He claims that Germany and Austria have now three-fourths million more men than in the second year of the war.

"We have over seven hundred German prisoners here whom the French captured. They are as cocky and high spirited as a game cock, and our coming to this war worries them, so far, about as much as a gnat does a mule. We have prisoners taken six weeks ago who have good leather boots, wool clothing, gloves, etc., and are fat and well conditioned and as impudent as the devil. Our people must wake up and quit dreaming or we are due for a good licking. We are fighting real men, who believe in their cause and ruler, and fight like they farm and attend to business, thoroughly, industriously and efficiently. We have a five or six-year job unless we make a humiliating peace, and America had as well realize it and get down to business now. We need six

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million men and all the money there is in America, and one million tons of new shipping, quick, to be followed by ten million tons more. We need two thousand miles of new railroads here and one million new cars and five thousand locomotives and engineers. Ninety-eight per cent of this war is engineering and labor and two per cent fighting."

Missouri has been following the spirit of this message. Handicapped by inaccurate and false accounts of the state which were written by eastern reporters and editors, Missouri was unfortunately under a cloud of suspicion and disloyalty in the eyes of many Americans at the outbreak of the war. This cloud could not be dispelled in spite of Missouri's loyalty and patrioism shown in other conflicts. So her citizens with enthusiasm again began filling the pages of history with new deeds of valor, acts of devotion, and sacrifices of men and money for love of country. The results of this activity have effectually silenced the Cassandras of the eastern coast, who are now sorely tried to produce equal fruits in the supposed "centers of patriotism." Competition in patriotism if controlled by reason is desirable. In proportion to wealth and numbers, Missouri has laid down the gauntlet to her sister states.

Missouri has not been satisfied to rest on her honors of having born and reared Pershing, Crowder, Creel, Brookings, Vrooman, Coontz, Holden, Russell and Taussig; in adding to the Nation's list of heroes Fitzsimmons, Hall, Smiley, Toms, Janes and Boley; or in furnishing her quota of the draft as required by enactment. She has tried to do more. She has also tried to perform well those duties that are not compulsory or mandatory but which total high in the effective prosecution of this war. Such are the Red Triangle Campaign, the Red Cross Campaign, the Thrift Stamp Sales, the Liberty Bond subscriptions, the observance of the Food Conservation Program, the increased production of food and metals, the absence of strikes and riots, and recruiting for the navy. Since the last installment of this series of articles appeared in the *Review*, Missouri has continued to aid in every way these voluntary enterprises. A resume of the

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State's activity shows a record of value to the Nation, of pride to Missouri, and of satisfaction to her citizens in the performance of duty well done.

The Nation now knows that Missouri stood first in proportion to population and second in actual signers regarding the Hoover Food Pledge. The press has also informed the country that Missouri oversubscribed both issues of the Liberty Bond Loans.

In the recent Red Triangle Campaign in December, Missouri ranked third in the Central Department, comprising fifteen states, in her donations to the Y. M. C. A. The goal which had been set for Missouri was $600,000, but when the final count was made, a collection of more than $2,200,000 was made in the State.

In the Red Cross Campaign in December, Missouri also maintained her high rank. Her allotment was 327,000 members. She enrolled over 700,000.

St. Louis led the cities of the country in the number of recruits accepted for the Navy and for the Marine Corps during the special campaign ending December 15. A St. Louis organization of business men obtained 5,052 applicants in two weeks while official Washington doubtfully hoped the city would offer 1,196 recruits in a month and a half. The Navy recruiting office at St. Louis actually enlisted 1,227 men in the two-weeks' campaign. The next highest city was Portland, Oregon, while New York City ranked third. St. Louis also leads the Nation in the total number of marines enlisted since the declaration of war with 2,566. Chicago is second.

Up to March 1, Missouri led all the states in the proportion her thrift stamp sales bore to her population, and was led in total sales by only the two much more populous states of New York and Pennsylvania by a very small margin. Ranking at the head of all the cities of the country in the sale of thrift stamps was St. Louis.

Measured by every practical test, volunteer enlistments, thrift stamps, liberty bonds, Red Cross subscriptions and

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Y. M. C. A. contributions, Missouri stands high. She has furnished conclusive proof of her loyalty and patriotism.

* * * * * * *

War spirit is shown not only in parades and speeches, but equally effectively in less visual ways. When the Hallsville (Mo.), merchants voluntarily agreed on January 19 to sell no more candy, they exhibited that peculiar quiet type of patriotism that wins wars. So far as is known, Hallsville was the first town in the United States to reach such an agreement, which is to last as long as sugar is scarce or for the duration of the war if necessary. Two other towns in Boone county (Mo.), Browns and Huntsdale, followed this example on January 21.

Hallsville has been active in all war work. This town of two hundred inhabitants and vicinity furnished $17,631.83 for Red Cross, Y. M. C. A. and Liberty Loan funds.

* * * * * * *

The local draft board in Division No. 1 mailed a questionaire in December to John J. Ashley, 555 Main street, of Kansas City (Mo.). It was delivered to John J. Ashley, 1137 Pearl Street, of that city. The questionaire was returned January 1, with this notation written on it:

"Delivered to the *right* man at the wrong time.

I answered my last roll call in 1865. Sorry I can't go this time."

Mr. Ashley is seventy-two years old.

* * * * * * *

In his report to the Secretary of War in January, Provost General Crowder submitted a list of "Banner Communities" throughout the Nation who filled their entire gross quota by voluntary enlistment, and therefore did not need to contribute any men under the selective service act. Among these one hundred per cent fighting communities were three Missouri counties—Holt, Howell and Laclede. New York had only

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one entry and Vermont, the home of Ethan Allen, only one. All of the ten states ranking highest lay west of the Alleghany Mountains. Only two New England states were mentioned —Maine and Vermont.

* * * * * * *

Missouri farmers increased their acreage of the eleven standard crops which are measured in bushels, nearly one million acres in 1917 over 1916, or eight per cent. The 1917 crops surpassed the 1916 crop by 163,700,000 bushels—a ninety per cent gain. Compared to 1916, Missouri's 1917 valuation of these crops showed an increase of one hundred and forty-two per cent.

* * * * * * *

Missouri's mineral output in 1917 was about $19,000,000 in excess of any previous year. Zinc and lead maintained a close rivalry for first place and together furnished $50,-000,000 of the State's total mineral yield of $80,000,000. Coal came third. It is not generally known that Missouri has the only mines in the United States producing cobalt and nickel in commercial quantities at the present time. The war has greatly stimulated Missouri mining in opening up new deposits of pyrites, which are used extensively in the manufacture of sulphuric acid. Missouri miners are doing quite as much, in proportion, as the farmers, stock raisers and bankers to help win the war.

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HISTORICAL NEWS AND COMMENTS.

The series of papers on *Historical Articles in Missouri Newspapers* has been discontinued. The work of compiling this data will not, however, be stopped. The value of cataloging the historical and biographical contributions appearing in Missouri newspapers is obvious to students of State history. The thousands of bound volumes of the Missouri press on file in the Society's library are invaluable. Except for political, military and legal data and information on important current news, much of the contents of the newspaper is sealed unless one is able and willing to devote weeks to careful investigation. To open this treasure of historical articles, many of which have been written by competent authors, was the purpose of *Historical Articles in Missouri Newspapers*. It disclosed a large library on Missouri history, otherwise inaccessible to the general public. The Society regrets that this new data cannot be published at present (owing to financial conditions), but the work itself will be carried on as before, awaiting a more favorable time of putting it in printed form.

GENERAL.

ANNUAL MEETING OF THE STATE HISTORICAL SOCIETY:

The Fifteenth Annual Meeting of The State Historical Society of Missouri was held on January 8, 1918. President Walter B. Stevens opened the meeting with remarks on the significance of the day—Missouri's first official centennial date—the importance of Missouri history, and the work of The State Historical Society.

The report of the secretary showed a net increase of one hundred and thirty-five members during the year, making the total membership one thousand two hundred and two. The library of the Society witnessed a growth of one thousand five hundred books and two thousand pamphlets (separate titles) and several thousand volumes of duplicates.

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During 1917 the Society increased its newspaper department six hundred and three volumes, all being old files—some dating back in the '50s. The most important donations in this field were the newspaper files of the late Edmund Burke of California (Mo.), consisting of important Central Missouri papers; a collection of St. Louis and Sedalia papers in the '70s, '80s and '90s, from Col. J. West Goodwin; a file of the *Bates County Record* of Butler (Mo.), from Hon. W. O. Atkeson, editor of the *Record*; forty volumes of early Macon county newspapers, from Hon. Philip Gansz, editor of the *Macon Republican*; a file of the *Cass County News* of Harrisonville (Mo.), from J, Homer Clark, editor of the *Cass County Democrat*; and eight volumes of the *Macon Times-Democrat*, by J. A. Hudson of Columbia, former editor of the *Democrat*.

A resolution was adopted expressing the appreciation of the Society to the St. Louis members of The State Historical Society of Missouri, the St. Louis members of the Missouri Centennial Committee of One Thousand, and the St. Louis Convention and Publicity Bureau, for their public spirited financial assistance in connection with printing and distributing President Walter B. Stevens' article on Missourians One Hundred Years Ago.

The following resolution was also unanimously adopted:

"The State Historical Society of Missouri recommends to the Committee of One Thousand that the city of St. Charles be made one of the centers of Statewide observance of the Centennial of Missouri Statehood. St. Charles was the capitol of the new State. It held this distinction until Jefferson City was created. It was the seat of the state government during several years of the formative period. In that period much official history of Missouri was made. The building occupied as the capitol still stands. Centennial observance which overlooks the part which St. Charles had in the creation of the commonwealth would be far from fulfilled."

The following trustees were re-elected:

H. C. Bell, Potosi; Boyd Dudley, Gallatin; W. K. James,

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St. Joseph; W. O. L. Jewett, Shelbina; J. E. McKesson, Lebanon; Jno. F. Phillips, Kansas City; Wm. Southern, Jr., Independence; William L. Thomas, Maplewood; Purd B. Wright, Kansas City.

OLD CATHEDRAL CENTENNIAL IN ST. LOUIS:

The flags of three nations, the United States, France and Spain, hung in brilliant coloring above the St. Louis Old Cathedral centennial congregation on January 6, 1918, in honor of the services to mark the hundredth anniversary of Bishop William Louis Dubourg's arrival. This great churchman was the first St. Louis Bishop. His arrival on January 5, 1818, marked the beginning of the systematic work to build up the Catholic Church in St. Louis. Sixteen years later the Old Cathedral was built by Bishop Rosati.

The celebration was participated in by many of the one hundred parishes in St. Louis and its suburbs and a notable gathering of high dignitaries of the Catholic Church were present. Addresses were delivered by eminent Catholic scholars and a valuable memorial sketch of the occasion has been edited by Rev. John Rothensteiner and published by the Catholic Historical Society of St. Louis.

THE ADAIR COUNTY HISTORICAL SOCIETY:

One of the most active and progressive local organizations in the state is the Adair County Historical Society, whose secretary, Prof. E. M. Violette, has succeeded in stimulating interest in that educational center of northeast Missouri. The second annual meeting and dinner of this Society was held in Kirksville (Mo.) on February 8, 1918. Professor Violette reports a large attendance. The principal addresses of the evening were "The Missouri Language," by Dean Walter Williams, University of Missouri, Columbia; and "The Adair County Historical Society and the Present War," by Judge J. A. Cooley, of Kirksville.

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TARDY HONORS AT LAST GIVEN TO ST. LOUISAN:

A memorial in the form of a bronze tablet provided by Congress, has recently been provided to the "Father of the Naval Academy." The tablet is placed in the naval academy library. The upper half is a relief of the distinguished scientist, who until a few months before death was chancellor of Washington University in St. Louis, and the lower half bears this inscription:

1820 1870

WILLIAM CHAUVENET
Professor of Mathematics United States Navy and President of the Academic Board from 1847 to 1850 Largely Through Whose Efforts and Plan the Naval Academy was Established and Organized at Annapolis.

At the academy alumni dinner in 1890, Admiral S. R. Franklin said "Chauvenet, more than any other man, is entitled to the title of Father of the Naval Academy."

Hon. William H. Taft, while President of the United States, told a graduating class at Annapolis that Chauvenot was the originator of the idea of the naval academy.

Professor Chauvenet did not himself claim to have been the first to propose a school on land for the technical training of naval cadets, but there is evidence that he was the most important factor in the movement in the early '40s, which resulted in 1845 in the United States Naval Academy at Annapolis. He drew up a tentative two-year course of study which was approved by two Secretaries of the Navy, and it was his plan that finally won the approval of naval officers as well as of Secretary Bancroft. He was a member of the first faculty of the school, became president of the academic board, and was the most prominent of the staff. He was professor at various times of mathematics, astronomy, navigation and surveying.

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He was born May 24, 1820, in Pennsylvania, and died in St. Paul, Minnesota, December 1, 1870. He received a fine education, and while serving on the academy faculty, he was offered high positions in Yale University. He came to St. Louis about 1859 and filled the chair of mathematics in Washington University. He was chosen chancellor in 1862. He resigned this position owing to ill health a few months before his death. He was the author of a number of scientific works and held important positions of honor in scholastic associations.

AN HISTORIC AND PATRIOTIC MISSOURI FAMILY:

Since the beginning of the nineteenth century, the Emmons family of St. Charles (Mo.), has played an important part in the history of the state. Benjamin Emmons, the founder of the Missouri branch sat in the Missouri Territorial Legislature, was president of the last Territorial Legislative Council in 1818, was a member of the Missouri State Con-, stitutional Convention of 1820, and later served for years in the State Senate. His influence was wide. He was an able public servant, known especially for his independence. His family has had representatives in all the Nation's war. Mr. Ben L. Emmons of St. Charles, grandson, has two boys in the present struggle: Charles Shepard Emmons, 10th Aero Squadron in Northern France, and Wallis K. Emmons, Field Hospital No. 15 in Southern France.

PIKE COUNTY NEWS SUSPENDS:

After having just completed its twenty-seventh volume the *Pike County News* of Louisiana (Mo.), suspended publication on August 30, 1917. Mr. A. C. Gansz, editor of the *News*, sold all equipment to the *Twice-a-Week Times* of Louisiana.

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SALINE COUNTY PROGRESS CONSOLIDATED WITH DEMOCRAT-NEWS:

The consolidation in July, 1917, of the *Saline County Progress* and the *Democrat-News*, both of Marshall (Mo.), marked the union of two of the oldest newspapers in Saline county. The second paper published in this county was the old *Marshall Democrat*, founded soon after the *Saline County Herald* of 1856 appeared. The *Progress* was established in July, 1865. The last issue of the *Progress* was July 20, 1917.

PERSONAL.

HON. G. F. BRAM: Born in Germany in 1838; died in Santa Anna, California, December 13, 1917. He emigrated to the United States in 1853 and came to Harrison county, Missouri, in 1857. He served in the Civil War as a member of Co. C, First State Militia Cavalry. He was postmaster at Denver, Missouri, for many years and served from 1868 to 1873 as county judge of Worth county. He was the last survivor of a group of petitioners who journeyed to Jefferson City in 1860 in a successful effort to secure the establishment of Worth as a separate county.

MAJOR H. H. HARDING: Born in Marrow county, Ohio, July 31, 1832; died in Carthage, Missouri, October 20, 1917. He was admitted to the bar in 1857 and was appointed Adjutant General of Nebraska territory in 1861. He was mayor of Carthage in 1875 and 1876. He was a candidate on the Republican ticket for Attorney-General of Missouri in 1880 and a candidate for judge of the Missouri Court of Appeals in 1884.

HON. HENRY STULTS HOUF: Born near Fulton, Missouri, January 20, 1849; died in Fulton, December 6, 1917. He represented Callaway county in the Missouri Legislature in 1915.

ROBERT LEE LASHLEY: Born near Ironton, Iron county, Missouri, March 5, 1869; died in Flat River, St. Francois county, Missouri, August 5, 1917. Prominent labor leader,

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and served on the Executive Board of the Western Federation of Miners and was at one time vice-president of the Missouri State Federation of Labor. Editor of a labor paper at Elvins (Mo.), which was first known as the *Miner's Journal* and later as the *St. Francois County Record.*

HON. JAMES H. LEMON: Born in Illinois in 1842; died in Clearmont, Missouri, November 8, 1917. He settled in Nodaway County, Missouri in 1875. During the Civil War he was Brigade Provost Sergeant in an Illinois company of infantry. He was elected to the Missouri Legislature from Nodaway county in 1904.

REV. J. C. MAPLE: Born in Guernsey County, Ohio, November 18, 1833; died in Cape Girardeau, Missouri October 20, 1917. He devoted almost sixty years of his life to the ministry in Missouri, preaching at Chillicothe, Springfield, Cape Girardeau, Jackson, Mexico, Marshall and Trenton.

HON. JOHN C. PIERSOL: Born in Fulton county, Illinois, May 16, 1846; died in Wanatchee, Washington, November 20, 1917. He located in Monroe county, Missouri, in 1874, and contributed materially to the upbuilding of that county. He was prosecuting attorney of the county for several terms, was a member of the Thirty-fifth General Assembly as senator from his district, and served as mayor of Monroe City for a number of years.

DR. A. T. STILL: Born at Jonesboro, Lee county, Virginia, August 6, 1828; died at Kirksville, Missouri, December 12, 1917. He moved with his parents to Macon county, Missouri, in 1837. His early medical practice was performed among the Indians in this territory. He was prominently identified with Jim Lane and John Brown in Kansas during the Civil War and was a member of the Free State Legislature of Kansas in 1857, representing Douglas county. He served for eight months as surgeon in the Ninth Kansas Cavalry and for two and a half years as Major in the Twenty-first Kansas State Militia. He founded the American School of Osteopathy, a science which he discovered and developed, at Kirksville, Missouri, in May, 1892. He devoted the major part of his time and energy to this school until his death.

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HON. J. P. TIBBLE: Born in Oregon county, Missouri, February 1, 1863; died in Kennett, Missouri, December 26, 1917. He represented Dunklin county in the State Legislature from 1896 to 1900.

HON. BEN E. TODD: Born in Columbia, Missouri, November 17, 1873; died in Kansas City, Missouri, September 26, 1917. He was educated at Kemper Military Academy, University of Missouri and the Kansas City Law School. In 1908 he was made registrar of the school and 1911 a member of the faculty. He was a prominent member of the bar in Kansas City.

HON. A. E. WYATT: Born in Indiana April 28, 1833; died in Rockport, Missouri, December 12, 1917. He was one of the founders of the first bank in Atchison county and was president of the institution from 1884 until his death. He represented Atchison county in the Missouri Legislature in 1855, and in 1872 was elected to the State Senate from his district.

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THE MISSOURI HISTORICAL REVIEW

FLOYD C. SHOEMAKER, Editor

Subscription Price $1.00 a Year

The *Missouri Historical Review* is a quarterly magazine devoted to Missouri history, genealogy and literature. It is now being sent to eleven hundred members of the Society. The subscription price is one dollar a year.

Each number of the *Review* contains several articles on Missouri and Missourians. These articles are the result of research work in Missouri history. The style of presentation is as popular as is permissible in a publication of this character.

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All editorial and business communications should be addressed to Floyd C. Shoemaker, Secretary, The State Historical Society of Missouri, Columbia, Missouri.

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THE MISSOURI HISTORICAL REVIEW

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THE NATIONAL RAILROAD CONVENTION IN ST. LOUIS, 1849.

R. S. COTTERILL.

During the decade 1840-1850 North and South had been fighting a lusty commercial battle in which the weapon was the railroad and the prize the Western trade. By the latter part of 1849 the South had reached out from Charleston to Atlanta and had lines projected to Nashville, Memphis and Vicksburg; the Northern lines ran from Boston and New York to the vicinity of Chicago. But the crowded events of the decade had the effect of transferring the contest to the Trans-Mississippi region. The opening of Chinese ports to our trade, the acquisition of Oregon, the gaining of Texas, Mexico, and California, and the discovery of gold broadened our horizon while it set a new goal for our economic endeavors. The weapon remained the railroad, but the prize was no longer the trade of the Mississippi but that of the Pacific and the Far East.

The opening of the Chinese ports in 1843 was the event which first turned men's thoughts to a Pacific railroad. With the Asiatic trade in mind, Asa Whitney early in 1845 petitioned Congress for a land grant sixty miles wide across the continent from Lake Michigan to Puget Sound, that he might build a

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railroad thereon.[1] Because this was a Northern route the South looked upon it with suspicion, but could propose no Southern substitute; there was then no access to the Pacific at the South. The acquisition of Oregon in 1846 added a political reason to the economic one for the Whitney road, and brought it into additional favor with the people. In 1848, as a result of the war with Mexico, New Mexico and California were gained, thereby giving the South a route to the Pacific. The favorite plan for a Southern road was that fathered by Lieutenant Maury of the United States Navy, providing for a line from Memphis to be built by Federal aid westward to San Diego or Monterey.[2] The third plan was that of Senator Benton which proposed St. Louis for the eastern terminal and San Francisco for the western. This road was to be paid for by the sale of public lands in the West and the plan was laid before Congress in February, 1849.[3] In addition to the three main projects there was a number of minor ones, notably the plan for an Isthmus railroad favored by New Orleans, and the "compromise plan" of S. A. Douglas for a government built road whose eastern terminal should be at Council Bluffs with privately built branches to Memphis, St. Louis and Chicago.[4] At first the Whitney plan monopolized public interest; it was widely agitated in the years 1845-1849, receiving the approval of two Congressional committees and of eighteen state legislatures. But with the development of the Maury and Benton projects a fierce war arose and flourished among the advocates of all three plans. Western, Southern and Northern newspapers and periodicals overwhelmed their readers with arguments for their favorite routes. Pamphlets were turned out by the score, letters were written by the hundred and oratory overran the land in a devastating flood. It may be safely said that in 1849 the West was more interested in the Pacific railroad than in any other subject of the time.

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[1] *Congressional Globe*, 2nd Session, 28th Congress, p. 218.
[2] *Western Journal*, I: 260; *Merchant's Magazine*, 18: 592.
[3] *Congressional Globe*, 2nd Session, 30th Congress, 473.
[4] *American Railroad Journal*, 22: 659.

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In this emergency the West caught at the idea of holding a convention to consider the subject. The idea was not new; in 1845 a great Southern and Western convention had been held at Memphis to deliberate on the navigation of the Mississippi and in 1847 a River and Harbor Convention had been held in Chicago. The West was accustomed to the idea of holding conventions to deliberate on economic questions. The first impetus was given by the Arkansas legislature which early in January, 1849 passed resolutions urging a convention at Memphis; in April, Memphis sent out a call for a convention to be held in that city July 4th, and St. Louis was at once spurred to action before Memphis should sweep the field.

The first exhortation for a St. Louis convention came from St. Louis herself. In April after the action of the Arkansas legislature a mass meeting was held in St. Louis to initiate the movement for a convention. The mayor presided over this meeting and after the usual resolutions, appointed a committee of twenty-five to prepare an address to the people of the United States.[5] In a few days the address was prepared and sent out to the people through the agency of the newspapers setting forth the merits of St. Louis as a terminal city and urging the convention to further her claims. The effort of preparing this address seemed to exhaust the energies of the St. Louis people. There were other things, in truth, to distract the attention. The fact of gold discovery in California was becoming known; the Mexican War being finished, the North and South were now deadlocked over the great fundamental principle of dividing the spoils; Senator Benton was at home fighting a profane and losing fight for political existence, and the cholera, hardly less devestating than Missouri politics, was laying men low as a scythe. It was not until June that any further steps were taken. On the fourth of that month a mass meeting was held in the city, resolutions adopted, committees appointed, and the agitation begun anew.[6] The convention was to be called for October the 15th. At almost the

[5] *Reveille* (St. Louis), August 27, 1949. The "Address" is to be found in this issue.

[6] *Ibid.*, June 5, 1849.

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same time the Memphis Convention was being set for the same date. The latter city, however, in order to avoid a conflict again changed its date till later. Even after the initiative gained in the meeting above mentioned the St. Louis meeting languished while the cholera had its way. Finally on the ninth of September, the cholera being gone and politics somewhat mitigated, a mass meeting was held in the Court Houseto consider the question again. The committee of twenty-five, appointed in April, reported that its labors had been interrupted by the cholera. It had sent out, however, two thousand copies of the "address" to the people, as well as special invitations to Congressmen, Governors, Mayors, and leading citizens. It had a sub-committee at work preparing plans maps, etc. An article was being written for the *Western Journal* reviewing the publications on the subject of the Pacific railroad. Fifteen hundred dollars had been appropriated by the City Council for the Convention. The meeting appointed commtitees on Arrangement, Reception, Finance, appointed delegates to the convention, and adjourned to meet again on the third Monday in September.

As time went on, the spectacle of the two cities holding conventions at practically the same time for the same object excited much comment. The *New Orleans Crescent* urged that the Louisiana delegation selected for Memphis should also attend the St. Louis meeting; by comparing views of the two conventions the right route might be determined.[7] The *St. Louis Reveille* feared that Whitney would succeed unless Memphis and St. Louis came to an agreement.[8] The railroads of Georgia and South Carolina, announced the delegates to the two conventions would have free passage over their lines going and coming.[9]

Meanwhile St. Louis continued to have her troubles. The Missouri people seemed indifferent and the papers were hard put to it to arouse their interest. In a mass meeting on the 29th of September in St. Louis, the Finance committee re-

[7] Quoted in the *Reveille*, Sept. 20, 1849.
[8] *Ibid.*
[9] *Charleston Mercury*, Sept. 14, 1849.

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ported that the property owners were indifferent: only five hundred dollars had been secured to defray the expenses of the convention. Notwithstanding the apathy of the people, the Chamber of Commerce persisted, the money was voted by the city and as the day approached it became evident that the St. Louis Convention would be largely attended. It was by no means so certain that it would be harmonious. Invitations had been sent to all parts of the country and nothing was more certain than that the advocates of Whitney, Chicago, Memphis and the Isthmus would be there in full force. In combination they would outnumber the St. Louis advocates and it was at least possible that the action of the Convention would be against the claims of the city in which it was held. In this connection the action of the Chicago meeting held October 4th, 1849 to select delegates to St. Louis aroused great interest throughout the West. At this meeting, Douglas, now the leading politician of the West and for four years an advocate of a railroad west from Chicago, submitted six resolutions which were adopted.[10] The substance of these was, that a route for the Pacific railroad should be determined after a survey, that the delegates to St. Louis should be instructed to vote for a line running from Council Bluffs through South Pass to the Pacific. Such a line would lie entirely within United States territory and would unquestionably be in the constitutional power of Congress to construct. From Council Bluffs, Congress should buy land grants, encourage the private construction of branch lines to Chicago, St. Louis and Memphis. This plan was widely noticed in the press and the *American Railroad Journal* predicted that the West would unite on it. Douglas went to St. Louis at the head of the Chicago delegation.

At noon on the 15th of October, 1849, the National Railroad Convention was called to order in the rotunda of the Courthouse by Colonel Grimsley of St. Louis.[11] Honorable . . T. Ellis of Vincennes was made temporary chariman, the

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merican Railroad Journal, 22: 659.

fullest account of the Convention are given in the *Reveille* of October . Unless other reference is cited the details given below are taken from .

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secretary was named from Chicago and another from St. Louis, and then recourse was had to prayer by Bishop Hawks. This being done, Thomas Allen of St. Louis offered three resolutions: (1) that each state delegation appoint one member for a committee on permanent organization; (2) that each delegation hand in a list of its members, and their chairman, to the secretaries; (3) that vote should be according to Federal representation. The first two of these two resolutions passed without comment, but the third went over for future consideration. It was evident that in a divided convention the manner of voting would have much to do with the final action of the Convention. The Convention having labored thus arduously for one hour and thirty minutes adjourned to meet the next morning at nine o'clock.

When the names were handed in by the different delegations it was found that there were ten states represented and 830 delegates in attendance. Of these 453 were from Missouri, and 266 from Illinois. The other states were represented as follows: Indiana, 35; Kentucky, 3; Pennsylvania, 17; New York, 1; Iowa, 46; Wisconsin, 3; Michigan, 1. Later on in the Convention, however, delegations made their appearance from Louisiana, Tennessee and Virginia, and tardy members of the state first named arrived. From a combination of lists as given in various newspapers of the time, there seem to have been present 874 delegates exclusive of the Louisiana delegation and the Virginia delegation.[12] The Virginia delegation consisted of Lieutenant Maury and two others, while the number of the Louisiana delegation is unknown. Probably it consisted of the delegates afterwards at Memphis and in that case numbered 12. On this basis the number of delegates at St. Louis was 889. This on the face of it, was a large convention, but if it is considered that of this number the four states of Missouri, Illinois, Indiana and Iowa furnished 811, it is evident that the St. Louis convention did not make a wide appeal. Moreover the delegations of Kentucky, Virginia, Tennessee and Louisiana, numbering 29, were not properly

[12] *Milwaukee Sentinel and Gazette*, October 22, 1849. *Maysville Eagle*, October 16, 1849.

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delegates to St. Louis at all but were accredited to Memphis as well. The Convention barely missed being a local mass meeting. As compared either with Memphis '45 or Chicago '47 it drew from a relatively small area. In the character of its delegates, too, St. Louis suffered in comparison with the other two. Douglas, and Benton, and Maury were present, but with these exceptions no men of national prominence were in attendance. It was Benton's home, Maury was present perhaps as an obstructionist, and Douglas in 1849 was not yet in the first rank of American leaders. Of the men who had been invited the most noted sent regrets. Calhoun regreted that a previous engagement made it impossible for him to be present. His mind was not made up on either the eastern or the western terminal of the road, but wished that the road when built should be beneficial for the entire nation. He referred them to his letter to the Memphis Convention for further light on his views. This letter was a remarkable one and was creating much discussion. In it he had expressed his opinion of the railroad movement, but had added that there was no use for the Southern people to attempt the building of a road into the Western territory if they were to be shut out of it by the prohibition of slavery therein. The shadow of the coming slavery dispute lay heavily over Calhoun's spirit. Already he was brooding over his speech of next March. Railways and internal improvements meant little to the dying statesman; his whole thought was given to safe guarding the rights of his "poor South". This letter of Calhoun's was widely published in the Southern and Western papers and aroused great comment—much of it adverse. The *Memphis Eagle* called him "the great impracticable" having a "gloomy and erratic mind".[13] The *Arkansas Democrat* asserted that he had one eye on the presidency and dubbed him "a politician with favorite theories".[14] Cass was unable to be present but was interested and hoped success would crown their efforts. Clay thought that there should be surveys of the route before the terminals were selected. Van Buren enclosed a letter

[13]Issue of June 16, 1849.
[14]Issue of June 22, 1849.

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which he had sent the Memphis Convention. Only one road was now possible and caution should be shown in relying on Federal aid, since such aid was apt to be interrupted.[15]

When the Convention reassembled the second day, the committee on rules and organization recommended Douglas for President and nine others for Vice President; there were five secretaries. The position of Vice President was purely an honorary one, but that of President was one of responsibility. The precise reason which actuated the committee in naming Douglas is not apparent. He was by no means the most prominent member present, as Calhoun had been in the Memphis Convention in 1845. Douglas himself suspected that the Missouri delegation placed him in the chair for the purpose of muzzling him.[16] The officers named by the committee were elected and the recommendation of the committee was adopted that the rules governing the Convention should be the rules of the last Congress with the addition of when the delegations of any three states wanted a division, the vote should be taken by states. This action properly completed the organization of the Convention which now prepared for serious work by the familiar method of having each state delegation select three of its members to serve on a committee of resolutions. There was an extended debate in the Convention on this matter. Some wanted the Committee members named by the chairman and others preferred that each state delegation should select its own. The victory of the latter may be taken to indicate a distrust of the presiding officer.

This Committee on Resolutions did not make its report until Thursday, but in the meantime the Convention by no means contented itself with marking time. It was in earnest and thoroughly aroused over the prospect of a Pacific railroad. The advocates of the different routes had come to St. Louis with the purpose of securing the endorsement of the Convention for their own plans. Consequently, the deliberations of the Convention were marked by a bitter contest for superior-

[15]The above-mentioned letters were received on the second day of the Convention and on motion were "considered read". Letters were received also from Seward, Dix and others.

[16]*Illinois State Register*, October 25, 1849. Letter of "S".

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ity between Chicago and St. Louis. In addition to this the bad feeling existing between the different political factions of the Missourians was constantly showing itself. On account of these two things the deliberation of the Convention seemed most often not so much a deliberation as a quarrel. Hardly had the Convention decided on the Committee on resolutions than it called on Benton for a speech. In the course of his career Benton had completely boxed the proverbial compass on the railroad question. First he had opposed Western railroads in advocacy of Western waterways; later he had, with Douglas, urged the construction of an Isthmus road; in the last year he had rendered himself conspicuous and obnoxious as an unyielding advocate of the St. Louis-San Francisco railroad. In his speech to the convention he read letters from his son-in-law, Fremont, to show that a practicable route for a railroad lay from Bent's Fort by way of upper Arkansas and the Humboldt river to San Francisco, although he admitted Fremont advised that the Convention should not attempt to name the route. He charged that a recent number of the *Western Journal* had misquoted Fremont, making him favor the wrong route. This charge brought out a reply from Loughborough, the editor of the *Western Journal*, giving his authority for the article and disavowing all intentions of misrepresenting Fremont. This dispute between Benton and Loughborough occupied almost all the forenoon and brought out glaringly the fact that Missouri itself was not united, for the route advocated by Loughborough was that of the old Oregon trail and South Pass. Before adjourning a resolution was adopted declaring that the purpose of the Convention was to discuss the possibility of a railroad and telegraph to the Pacific, and asserting that the Pacific Railroad was a worthy subject for action.[17]

The afternoon witnessed the second display of bad feeling among the Missourians. In the Court House each delegation had its seats reserved and the Missourians had been assigned to the gallery. It was noticeable, however, that many of the

[17] *Reveille*, October 15, 1849. The project for a telegraph to the Pacific was being backed by the O'Reilly interests which had just completed the Southern lines from New Orleans to Washington and Pittsburg.

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delegation were on the main floor and this brought aforth a resolution that they all be compelled to remove to the gallery. The bad feeling was only allayed finally by the explanation that many of the delegation were old men and through courtesy had been given seats down stairs. In this dispute, trivial as it was, the Missourians aligned themselves according to their local factions. Further bitterness developed when Mr. Snyder of Illinois urged that the Committee on Resolutions be forbidden to act on points that should have been already adopted. This was an open effort to take the entire subject of resolutions to the floor, and was defeated. Immediately afterward Judge Birch, of the Missouri delegation, offered a resolution that the fortieth parallel was the best starting point and the Oregon Trail was the best route for a Pacific Railroad. A member of the Louisiana delegation, fighting for the Isthmus Road, moved to table this motion, but the Convention contented itself with a middle course and referred it to the Committee on Resolutions. But in the meantime the animosity between Benton and his opponents grew more virile. Even Governor King was almost refused a hearing on the ground that he was not in the gallery when he rose to speak. The Convention ended the day with naming a committee of thirty-six on Resolutions and another of twelve to prepare a memorial to Congress.

It is evident from the account already given of the first two days of the Convention, that the fight between those who wanted the terminal at St. Louis and those who who did not, was a bitter one. In the last two days of the Convention, the struggle became more intense. It was, of course, not confined to the floor of the Convention but raged among the delegates at all times. The bad feeling came to a head Tuesday night at a mass meeting held at the Rotunda. Judge Douglas was called upon and replied in a speech of two hours length. His speech seems to have been in his coolest and most irritating manner. He differed from Colonel Benton, he said, as to the practicability of Fremont's route and asserted that the only practicable road would be by South Pass. If St. Louis could demand Government aid for a railroad west through Missouri,

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Illinois might with as good a grace petition for government aid to extend it to Vincennes or Cincinnati. It was not very good taste, he added, for Missouri to ask aid in railroad building when she had never built a mile by her own efforts. The partisans of Douglas considered his speech "mild, gentlemanly, good natured and humorous," but the Benton men regarded it in entirely different light.[18] Judge Bowlin made an emphatic and an abusive reply. Douglas' rejoinder was equally scathing. The next morning the St. Louis papers attacked Douglas with bitterness so great that even he winced under it. When the Convention met the next morning the struggle was resumed. From the Missouri delegation came a resolution forbidding the Committee on Resolutions to bring in any recommendation for an eastern terminal or for National aid for a road within the borders of any state. The Convention with grim humor referred it to the Committee on Resolutions. An Illinois delegate moved that the government should construct the Pacific Railroad beginning at an Eastern terminal outside the bounds of any state. This met the same fate as the preceding one. An Iowa delegate moved that the Eastern terminal be fixed outside the state limits and be completed in ten years. It was promptly tabled. O. H. Smith of Indiana delivered a bitter speech against the principal involved in this resolution. Some asserted that Congress alone had the power to fix the route. Congressmen were but men (turning towards Douglas), no wiser nor greater than others; if good for nothing at home they would be the same in Congress. At the conclusion of this attack, Douglas arose and said that he must resign the chair on account of his duties as a delegate and the criticisms of the St. Louis papers. He named Geyer of Missouri as his successor and the Convention elected him.[19] Douglas then made good his threat of attending to his duties by delivering a bitter invective against his enemies. It will be remembered that Geyer a little later replaced Benton in the Senate. He was a political enemy of Benton and the

[18] *Illinois State Register*, October 25, 1849. Letter of "S".

[19] The *Arkansas Democrat*, November 2, 1849, says that Geyer withdrew and that Dorsey of Pennsylvania was elected. No other account of the Convention reports this.

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manner of his nomination showed already formed between him and Douglas an offensive alliance aimed pointedly at the Missouri Senator.

On Wednesday afternoon, the Committee on Resolutions brought in its report in the shape of six resolutions. The first asserted that the Convention was National—representing no party or section. The second declared the duty of Congress to build a trunk railroad to California (with branches to Oregon) from the Valley or the frontier over a route to be determined by survey. The third recommended government aid for railroads from the Atlantic to the Mississippi, and the fourth suggested that military posts be established along the route for the protection of the surveyors. The fifth propsed that Congress be memorialized for a telegraph line to the Pacific, and the last recommended a committee of five to address the people urging their co-operation in bringing pressure to bear on Congress.

The gist of the question lay in the second resolution, which met at once with a host of objections. It said nothing about the terminal and was grandly ambiguous on the question of the route. The Douglas men at once asserted themselves and offered substitute resolutions to the effect that it was the duty of the government at an early date to build a central and national railroad from the Valley to the Pacific and that this trunk road should have branch lines to Chicago, Memphis and St. Louis. These resolutions were unanimously adopted and marked definitely the triumph of Douglas over Benton. It was practically what Douglas had come to St. Louis to achieve.

The final day of the Convention witnessed a feeble revival of hostilities. Curtis, of Iowa, pressed his resolution of the preceding day, that a railroad should start without the States, run to the Pacific, and be finished in ten years. Van Swearingen, of Missouri, opposed any appearance of dictation to Congress. But the Convention refused to take any further action. The fight was over as far as the Pacific Railroad was concerned. Before adjourning, the Convention authorized its secretaries to form themselves into a committee for the publication if the proceedings. A special delegation was

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named to represent the Convention at the Convention then assembled at Memphis, and at the last minute the Convention voted to re-assemble at Philadelphia the succeeding April, which it did more or less.

The significance of the St. Louis convention lies in the fact of its relation to the Pacific railroad movement. The record of its proceedings throws light on many places that are obscure, and the historian of the Kansas-Nebraska Bill will find here many just causes for reflection. Two points at least were clear in the minds of men in 1849: Douglas was an uncompomrising advocate of a railroad to the Pacific by a northern route; there was not a suggestion anywhere that it was necessary to organize the Indian lands of the west into a Territory as a preliminary to building a government road over them.

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THE MISSOURI SOLDIER ONE HUNDRED YEARS AGO.[1]

WM. R. GENTRY.

The status of the Missouri soldier exactly one hundred years ago was similar to that of Senator John J. Ingels of Kansas, after his defeat in his last race for the United States Senate, when he described himself as "a statesman out of a job." Peace reigned in Missouri exactly one hundred years ago today, but many men were living in Missouri at that time who had been engaged in active service as Missouri soldiers, and who many years later again and again participated in military service. To even mention briefly the achievements, the services and the sacrifices of the Missouri soldier of a hundred years ago, then, we must look at his career prior to 1818 and subsequent to 1918. The first military service of men from what is now Missouri, in the 19th Century, aside from guarding their homes, of which I have found any record, was performed about November 1802, shortly before the Louisiana Purchase was made. A small army of men then undertook an expedition to New Madrid, Missouri, to protect that settlement from a threatened attack by Indians. Practically all arm bearing citizens in and about St. Louis, Ste. Genevieve, Plattin and New Bourbon were hastily mustered into service, and marched overland to New Madrid. So formidable did they appear, so good was their discipline, so fixed was their purpose, that the Indian uprising was soon put down, five Indian murderers were tried and found guilty, one of them was promptly shot, and the Indians disbanded and became quiet. The military expedition then marched in good order back to St. Louis.

The next military service by Missouri soldiers that I have been able to find recorded was that rendered in the war

[1]Address delivered at banquet at Daniel Boone Tavern, Columbia, Missouri, on January 8th, 1918, in celebration of the 100th Anniversary of the filing of the first petition for admission of Missouri to Statehood.

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of 1812 against our one time enemy, but now staunch friend and ally, Great Britain. St. Louis had among the soldiers of that war one company of riflemen, one company of infantrymen, one company of artillery and one company of men designated as "veterans," all of whom were above forty-five years of age. These veterans seem to have formed an organization of home guards similar in some respects to our present organization of home guards found in various cities in this State, among whom I am glad that I am able to serve at this time, regretting sincerely that I cannot render more active service to my country. The first newspaper published in St. Louis, called in 1812 the *Missouri Gazette and Public Advertiser*, claimed that the various companies above referred to included nearly every able-bodied man then in St. Louis. Several hundred regular soldiers were also stationed at St. Louis in the war of 1812, but whether they were raised from among Missourians, or whether they were brought from another portion of the country, I have been unable to ascertain.

Yesterday while in Jefferson City I visited the office of the Adjutant General and the State Armory, hoping to be able to find much interesting information concerning the Missouri soldiers of approximately one hundred years ago, but I was disappointed to find that the records of the Adjutant General's office relating to our early history are extremely inadequate. I learned that there was not in the files of that office an original record or even an original list of Missouri military organizations covering the time from the admission of the State into the Union up to the outbreak of the Civil War, save those of the Seminole War in 1837. However, the Adjutant General has obtained from the War Department at Washington copies of certain muster rolls and pay rolls made up during the war of 1812, showing the names of Missouri soldiers engaged in that conflict. From these it appears that Missouri furnished three regiments of soldiers designated as McNair's Regiment, Dodge's Regiment and Ashley's Regiment, respectively, and that thirty companies of soldiers were included in the number furnished by Missouri. Among the names of Colonels, Majors, Captains and Lieutenants of these various companies

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are found some names that are very familiar in Missouri history, such as Burkhartt, Calloway, Boone, Lucas, Musick, Scott, Spencer, Phelps, Phillips, Allen, Cooper, and Thompson. The most striking name of all was that of the first Lieutenant of Captain Brown's Company of Colonel Ashley's Regiment, Zachariah Goforth, which seemed to me a very appropriate name for a soldier. It appears from this copy of the rolls that there were, in addition to infantrymen, several companies of mounted militia and one company designated as "Missouri Mounted Riflemen." The companies raised in St. Louis in 1812 were used principally for the purpose of fighting off hostile Indians who became obstreperous from time to time, necessitating expeditions from St. Louis or old Ft. Belle Fountaine to Portage des Sioux, Rock Island, Nachitoches, the Falls of St. Anthony and Council Bluff. Just what services were rendered by Missouri Soldiers in 1812 aside from those expeditions, I have been unable to learn. Some of them may have gone, as did the militia from Kentucky, to the northern border of our country to protect it from the British in Canada, and I think it more than likely that some Missourians were engaged in that service. The part they played was not conspicious, or at least the memory of their deeds does not occupy a prominent place on the pages of history written concerning that war, but I am very sure that whenever they were called, they responded promptly; that wherever they were sent, they went cheerfully; that wherever they fought, they fought bravely, and that those who were called upon to give their lives in their country's cause made the sacrifice cheerfully, for such has been the course of conduct of Missouri soldiers from that day to this.

Occasional skirmishes with Indians occurred from time to time in the early history of our State, but nothing of serious importance do I find recorded from the time of the war of 1812 down to the Black Hawk War in 1832. At that time the old Indian known as Black Hawk had gathered about him a crowd of dissatisfied Indians who were restless and seeking trouble. They committed many depredations in Western Illinois and about the border between Iowa and Missouri.

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GENERAL RICHARD GENTRY, 1788-1837.
(Courtesy of Hon. N. T. Gentry, of Columbia, Mo.)

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To guard against the ravages of those savages, Governor John Miller ordered General Richard Gentry of Columbia to raise a thousand troops for readiness to start to the threatened frontier at a moment's notice. Major James S. Rollins of Columbia, and Messrs. Caleb S. Stone and Calvin L. Perry were appointed as the General's aides-de-camp. The General sent forth orders that the men called upon to serve should be notified that each one must keep a horse in readiness, a gun in good order and plenty of ammunition at hand. The word to start was soon given, and a hurried march was made to the northeast corner of the State. So well did the soldiers respond and so promptly did they arrive at the border that the Indians never got into Missouri. Major James S. Rollins, whose name is so prominently connected with the history of this State and particularly with that of the University of Missouri, and whose memory is dear to us old Columbians, said in one of his speeches before the Missouri Legislature many years ago that on one occasion he slept in an Indian wigwam where the City of Keokuk now stands. I feel sure he referred to the time when he was on the expedition against Black Hawk. I learn from Colonel Switzler's *History of Missouri* that when the commander of that expedition returned home, he made a report, in the course of which he stated what supplies were on hand, and, to my surprise, I find that at that time the supplies still included four barrels of whiskey. The report does not state how many barrels were included in the supplies when the expedition started, and, therefore, we are in ignorance of the number consumed, but it is surprising to find four barrels left over. Some of the men who had been soldiers in 1812 and who had gone with the expedition against Black Hawk in 1832 were still able-bodied men and still full of fight and full of zeal for their country's cause when the war with the Seminole Indians in Florida came on in 1837.

President Van Buren issued a call for volunteers to go to Florida with our regular army, which was then pitifully small. Senator Thomas H. Benton was in Washington at the time. President Van Buren asked him if he thought that Missourians could be induced to go so far from home as Florida to

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assist in chastising the Seminoles. The Senator knew Missouri soldiers, knew their bravery, their patriotism, their fidelity, and he, therefore, answered the President's inquiry, without a moment's hesitation: *The Missourians will go whereever their services are needed.* The conduct of the Missouri soldiers who went on the long journey from Columbia, Missouri, to Lake Okeechobee, Florida, and who there in the swamp without any protection under the deadly fire of savages concealed in moss and underbrush bore the brunt of the battle, wading through mud and water up to their arm-pits, and drove the savages from their hiding place, demonstrated that the great Missouri Senator made no mistake when he made his famous answer to President Van Buren. As the first regiment of Missouri soldiers prepared to leave Columbia in October, 1837, for that long trip, fraught with so many dangers, the young ladies attending the private school of a Miss Wales in the Town of Columbia, presented the regiment with a beautiful flag which they had skillfully made with their own dainty hands. That old flag is still in our family, for after my grandfather, who was Colonel of that regiment, was killed at the battle of Lake Okeechobee, the officers of the regiment sent the flag to my grandmother. I have often, in my boyhood days, heard my father tell how he, who was then a child only seven years of age, went to the one room printing office of Columbia's first newspaper, "The Patriot," and watched the printing of the legend which is still plainly legible upon that flag. His young mind was impressed with the scene, and he always recalled vividly the sight of the ladies standing around the old hand printing press, carefully holding up the flag to prevent it from being soiled, while these words were printed upon it:

"Gird, gird, for the conflict,
Our banner wave high;
For our Country we live,
For our Country we'll die."

At that early day, the ladies of this State and of this town set the splendid example of helpers and encouragers of soldiers called to arms; an example which Missouri women have ever

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since followed and are now following. The flag was presented to the regiment with suitable ceremony, and the soldiers rode forth on the very street on which this hotel is now located, bearing the flag with them. They did, in fact, live for their country, they fought for it, they served with distinction, many suffered wounds, and many, including the Colonel of the Regiment, gave their lives in their Country's cause at the battle of Lake Okeechobee, thus actually doing what the legend on the flag expressed their willingness to do.

In 1846 a large number of Missourians responded to their Country's call when war with Mexico was declared. A legion was formed at St. Louis which included among its numbers many foreign born citizens as well as native sons of Missouri, and men from many counties throughout the State rallied to the flag, endured the hardships of the long march across the plains, or braved the perils of a trip over the Gulf of Mexico in sailing vessels, and finally triumphantly marched into the City of Mexico. In my boyhood days here in Columbia, I knew an old gentleman by the name of Palmer, a harness maker and saddler by trade. I think he died many years ago. Being in the City of Mexico in 1894 and visiting Chapultepec, a short distance west of that City, having read of the capture of the Heights of Chapultepec by the American troops, I stood and looked at that steep, almost inaccessible place and was informed that while a Mexican army was firmly established on the top of that mountain, the American soldiers ascended it and defeated them. I looked with wonder and amazement at the place where our soldiers ascended, and wondered how they ever succeeded in making the ascent in the face of a deadly fire. Returning home, I met Mr. Palmer one day and told him of my visit to Chapultepec, for I had learned that Mr. Palmer was with our army on the occasion of that battle. I said to him: "Mr. Palmer, I wish you would tell me how you Americans ever got up that place." The old man smiled and said, "We jest clumb up." Such was the spirit of the soldiers of our early days in Missouri. They endured all the hardships of service, and spoke of them afterwards, as Mr. Palmer did, as if the accomplishment were a mere nothing.

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The Missouri soldier of the early days had great difficulties to encounter, long journeys through the wilderness, with only the canopy of the heavens for his covering by night, and only the sun by day, and the stars by night from which to get his bearings and keep on his course. As he slept in the trackless forest, his life was constantly endangered by savage beasts and still more savage red men. He was often poorly, and always roughly, clad; his equipment consisted of the old flintlock rifle, powder horn and homemade bullets; sometimes he was on horseback, but more often on foot; never did he have our modern means of attack or defense, but we find him always facing bravely every danger, cheerfully enduring every hardship, obeying every order, however difficult its execution might be, and at the end of his service, footsore, worn and otfen ragged, but victorious!

The spirit of the Missouri soldier hundred years ago was tried by dangers and hardships, many of which were similar to those which will have to be endured by the Missouri soldiers in the present war. I think the Prussian government got several of its ideas of cruel methods of warfare from the Indians who fought our forefathers. Those Indians used poisoned arrows so that if, perchance, a wound made by an arrow was not in a vital spot, or not of itself sufficient to cause death, the poison carried by the arrow might get into the circulatory system of the wounded victim, and thus insure his death. The Prussians invented poisonous gases, sending them broadcast against soldiers, old men, women and children alike. The Indians attacking the log cabins of our Missouri settlers attached burning brands to the arrows which they shot upon the roofs that they might burn from over the heads of the unfortunate victims the shelter which they had sought. The Prussians ruthlessly began the use of liquid fire to increase the sufferings of their victims. The Indians tomahawked and scalped men, women and children. The Prussians beat, bayonet, shoot and dismember old men, helpless women and pitiable young children, bomb hospitals where lie wounded soldiers and where Red Cross nurses perform labors of love for humanity's sake, and as the innocent victims flee for their

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lives, they fire upon them from airplanes, as ruthlessly as the Indians shot down the women and children who fled from the burning cabins; but I am convinced, not only from what I know of history, but from what I know personally of Missouri's young men, that the same steadfast purpose, the same patriotic zeal, the same spirit of devotion to our Country's cause and to the cause of humanity and liberty that actuated the Missouri soldier of one hundred years ago and the Missouri soldier in all years since that time, may still be found in the Missouri boy of 1918, and that under the leadership of that great Missourian, whose name we love to honor and to whom the eyes of the world are now turned as they look for the coming of American boys to the rescue of the cause of humanity, Gen. John. J. Pershing, the Missouri boys with the boys from the North, from the South, from the East, from the West, who are rushing to the front in response to the call of that great apostle of democracy, Woodrow Wilson, will cheerfully face all the barbarous means of destruction invented by the worst barbarians the world ever saw; that they will unflinchingly pass through all the hardships, perils and sufferings of this terrible war, will endure their wounds without a murmur, will give their blood cheerfully, will never turn their backs to the enemy, but when they fall, they will fall with their faces toward Berlin; that side by side with the descendants of Lafayette's heroes, with the descendants of the brave British whom we defeated in our early history, with the sons of that sunny land which gave birth to the discoverer of the new world, with the sons of little Servia, with the sons of outraged, bleeding, dauntless Belgium, they will gloriously triumph over educated barbarism and inhumanity and save the world for real civilization, humanity and true liberty.

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MISSOURIANS ABROAD.

No. 4—Major General E. H. Crowder, Judge Advocate General and Provost Marshall General.

By E. M. Violette.

It is a matter of significance and a source of pride to Missourians that two of the most talked of men in the United States army since we entered the present war, General Pershing and Major General Crowder, were both born and reared in in Missouri. To the one has been given the commission, as Commanding General, of leading our military forces abroad: to the other, that, as Provost Marshall General, of marshalling the youth of the land into training camps. By virtue of his punitive expedition against Villa into Mexico in 1916, Pershing had already become a national figure when we entered the war against Germany. But notwithstanding his long and distinguished career in the army, Crowder was but little known outside army circles when appointed Provost Marshall General in May, 1917. No sooner, however, was he raised to this high and important position than public interest was aroused concerning the man, and people sought to find out who he was and what he had done. Who's Who in America was of course consulted with the usual meager results. The bare outlines of his life were there, but they revealed nothing of the real man. The resourceful newspaper reporter and the alert magazine writer sought interviews with this Missourian, but they were generally unable to extract very much from him about himself. They were forced to pick up stray bits of information here and there from sources more or less unreliable, and as a result many of their articles have told too much and none has said enough. It is with the hope that something fairly comprehensive and authentic may be given about this noteworthy son of Missouri that the following article has been compiled for the *Missouri Historical Review*.

Five miles west of Trenton, Grundy County, Missouri, stands a little village called Edinburgh, which was once a

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PROVOST MARSHAL GENERAL E. H. CROWDER.

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flourishing town but is now rapidly passing away. Here Enoch Herbert Crowder was born on April 11, 1859. His birth place was a log cabin similar to the two or three still standing in a more or less dilapidated condition just to the west of the village. His parents, John H. and Mary C. Crowder, were in humble circumstances at that time, but they were of strong and sturdy stock and they have instilled into their son those qualities of manhood that have enabled him to rise to one of the highest and most responsible positions in the army of the nation.

General Crowder's early education was received at an institution at Edinburgh called Grand River College. This college had been founded in 1850, but owing to a fire which destroyed the building in 1853, it was forced to suspend its work immediately. However, in 1859, the very year in which General Crowder was born, it was reorganized, and for twenty years or more thereafter it was the most prominent educational institution in north central Missouri. Measured by the standards of today this college would not rank high, but then it was a very good school. Like many of the institutions of that time that called themselves colleges, it was virtually nothing more than a good academy with primary and intermediate departments attached. According to local traditions it was the first institution in the State to open its doors to young women along with young men.[1]

On completing the course at Grand River College, young Crowder entered the United States Military Academy at West Point in September, 1877, having been appointed to a cadetship in that institution by Henry M. Pollard, Congressman from Missouri. In those days the practice of hazing the freshmen was in full force at West Point, and no exception was made in favor of this new matriculate from Missouri. Accordingly, it is said, he was made to run the usual gauntlet

[1]The college continued to flourish until railroads began to be constructed in that part of the State, and as no road was ever built to Edinburgh, the town was in time cut off from the main line of travel and the college as a result began to lose patronage. In an effort to save it from going under completely, it was moved from Edinburgh to Gallatin in the early nineties, but by that time other institutions had forged ahead of it and it was soon forced to suspend permanently.

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and then forced to stand guard on a mantel over a fire place all day long as a special stunt.

That he should have ever thought of entering the army is probably due to a suggestion that came to him from his mother. One evening while they were alone in their cabin home, he made known to his mother that he very much desired to go on to school after finishing at the local college. His mother was greatly pleased with his ambition and in talking the matter over with him suggested that he should prepare to take the West Point examinations. She recalled that when she was a young girl a friend of hers had gone to West Point, and the recollection of that fact led her to suggest to her son at this opportune moment that he also should undertake to seek entrance into that institution.

Perhaps an incident in his very early life may have had something to do in turning him in the direction of the army. One of his first recollections is that of his father coming home from the Union army on a furlough during the Civil War. Altho only four or five years of age at the time, he remembers very distinctly seeing his father ride up on a horse and dismount and enter their home. He also recalls how shortly after his father arrived some Condeferate soldiers rode up to the house and inquired for him, and how his father had to hide out and hasten back to the army to keep from being captured.

Whether this incident in his early childhood had anything to do with determing what his life's work should be or not, young Crowder acted directly upon the suggestion of his mother, and in the course of time presented himself for the competitive examination held in his congressional district. In this examination he came out second, the appointment having been won by J. Q. Brown of Harrison County. When later Brown resigned his appointment, Crowder was chosen in his stead. He successfully passed all the various tests for admission into the Military Academy at West Point, and continued his studies there until 1881, graduating with honor and distinction.

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Immediately on leaving West Point he was assigned to the Eighth Cavalry with the rank of Second Lieutenant, and was ordered to Fort Brown in Texas. But he was not content to mark time in the army and trust to luck to bring him promotion or preferment. From the outset he was determined to rise above the ordinary levels, and believing that he had an aptitude for law, he began to think of the legal department of the army as the special field in which he would like to work and make a career for himself. As that would require special preparation, he sought and received the appointment of Professor of Military Tactics at the University of Missouri in the fall of 1885 in order that he might enter the Law School of that institution and study law along with his work as instructor in military tactics. By diligent application to his legal studies he was able to graduate from the Law School in 1886, and with that work done the foundation for his later career in the army was laid.

For four years Lieutenant Crowder served as Professor of Military Tactics in the University of Missouri, and during that time he created such enthusiasm for military drill as to inaugurate a new era in the history of that subject in the University. Notwithstanding the fact that military drill was optional with the students, he was able to organize at once three full companies and to institute the system of competitive drill between these companies. During the last two years he was in the University he planned and carried out annual encampments for the University cadets, and during his last year there he was largely instrumental in getting the Legislature to pass a bill which made the University cadets members of the National Guard of Missouri, and also authorized the members of the General Assembly to appoint cadets to the University from their respective districts. So popular was he with the students during his four years at the University that when it became known he was planning to leave that institution on the close of school in June, 1889, the students of the Law School presented him with a handsome sword on Commencement Day in token of their esteem and appreciation.

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But all the while he was serving as Professor of Military Tactics in the University of Missouri and studying law there, he was still connected with the Eighth Cavalry, being merely on detached service from that regiment. In fact during the summer of 1886 he was called back to his regiment to join in the conflict with the Apaches in Arizona and New Mexico who had broken out in insurrection under Geronimo. It was during this campaign that the old chieftain was taken, and as a result the insurrection was quickly suppressed.

Returning to his duties at the University of Missouri at the close of this campaign in the fall of 1886, Lieutenant Crowder remained there until 1889, when he again rejoined his regiment. In 1890-91 the Eighth Cavalry was again called out for service against the Indians, this time against the Sioux in the Dakotas. This uprising of the Sioux collapsed shortly after their leader, Sitting Bull, was killed in a battle with the Indian police. In this battle Lieutenant Crowder's troop assisted the Indian police.

These two Indian campaigns make up the sum total of General Crowder's actual fighting in line of battle. At the close of the second of these campaigns he began his career in the legal department of the army, having been appointed Judge Advocate of the Department of the Platte with the rank of Captain in 1891, and stationed at Omaha. This marks the permanent breaking of his connection with the Eighth Cavalry to which he had been assigned on graduating from West Point in 1881. In 1895 he was raised to the rank of Major.

The Spanish-American War in 1898 offered Major Crowder opportunities for special service which enabled him to rise still higher in the ranks of the army. At first it appeared as if he would be sent to Cuba inasmuch as he was ordered to Mobile on the outbreak of the war. But Dewey's victory at Manila Bay widened the scope of the war and made the Philippines one of the fields of military operation, and it was to this field that Major Crowder was sent as Judge Advocate of the American Expeditionary Forces that went thither. But he was destined to play a much more important role in the

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Philippines than that of Judge Advocate. First he was made a member of the commission that was appointed to arrange for the capitulation of Manila. Then he was put in charge of the administration of the military government of the Islands and served in that capacity for two years, 1899 to 1901. In recognition of the service which he thus rendered, he was raised from the rank of Lieutenant Colonel of the 39th Infantry of Volunteers, to which he had been appointed in 1899, to that of Brigadier General of Volunteers in 1901.

But his greatest work in the Philippines was in shaping up the new body of laws of that country. He served as legal adviser to the Military Governor of the Islands, and as such he drafted many new laws and recast many of the old ones, all of which became parts of the permanent legislation of our new possessions in the Far East. Moreover he served for several months as the responsible head of the new Supreme Court of that country when it was established for the purpose of finding where the newly drafted laws needed alteration in order that they migh be properly administered. Later he presided at the swearing in of the new Philippino judges when the military government was withdrawn from the Island.

He returned to this country in 1904 and resumed his work as Judge Advocate of the regular army at Washington with the rank of Colonel. But the breaking out of the Russo-Japanese War in that year brought new opportunities and responsibilities to him. Practically every neutral nation of any importance was allowed to send military representatives to Manchuria to observe the military operations of the contending armies and thus keep itself abreast of the latest advancement in modern warfare. Colonel Crowder was commissioned to serve as the senior Military Observer from this country with one of the Japanese armies operating in Manchuria. In this war Japan had two military objectives in Manchuria: first, Port Arthur at the southern end of the Liaotung peninsula; and second, Mukden, the capital of the province. After having besieged Port Arthur for ten months, the Japanese subjected it to a terriffic bombardment from both sea and land and finally took it on January 1, 1905. They then sent

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an army northward from Port Arthur towards Mukden to join with another army operating towards the same point from the Yalu River which divides Korea and Manchuria. Thru the combined efforts of these two Japanese armies, Mukden was taken early in March, 1905, thus completing the military program which the Japanese had laid down to follow in Manchuria. As Military Observer for the United States Army, Colonel Crowder was assigned to the Headquarters of General Kuroki and his staff as their guest, and present at all the battles in which Kuroki's army was engaged in making its way from the Yalu River to Mukden. In honor of the position which Colonel Crowder filled and of the cordial relations between Japan and the United States, the Emperor of Japan conferred the degree of "Knight of the Rising Sun" upon him at the close of this Yalu-Mukden campaign.

But the most signal service which General Crowder ever rendered our country prior to the outbreak of the present war was in connection with the second intervention of the United States in Cuba. Because of the general insurrection that prevailed thruout that island during 1906, the United States government felt constrained to intervene in August of that year and undertake to bring some sort of order out of the chaos that existed in that unhappy country. A provisional government was therefore established in Cuba by President Roosevelt with Charles E. Magoon as Provisional Governor. For over two years this provisional government had control of affairs there, and during that time accomplished such great reforms as to give the Republic of Cuba, when restored in 1908, a stability which it had not had before and which has enabled it to run successfully ever since. That the provisional government was able to achieve this result was in no small part due to Colonel Crowder.

He was head of the Department of State and Justice of Cuba and as such he had much to do with the actual administration of affairs under the Provisional Government. In addition to that he was made President of the Advisory Law Commission, a body composed of nine Cubans and three

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Americans, whose duty was to draft a number of very important laws for the Island. All of these laws were subsequently adopted by the Provisional Government and put into operation by its decree. The last special duty that was laid upon Colonel Crowder while in Cuba was the supervision of the elections held there during the latter part of 1908. The purpose of our government in intervening in Cuba was to straighten out matters as quickly as possible and then to withdraw from the field and leave it to the Cubans. To that end provision was made for local elections in August, 1908, and for a general election the following November. In this way the Cubans elected their own officials into whose hands the administration of affairs was entrusted on the withdrawal of the Provisional Government. Inasmuch as Colonel Crowder had been President of the Law Commission that had drafted, among other things, the electoral law, he was made head of the bureau that supervised the two elections just mentioned. His familiarity with the provisions, purposes and intent of that law made him peculiarly fitted for this position. Thanks to his careful management these elections passed off successfully and without any complaint on the part of either the Provisional Government or the Cubans themselves. For days and weeks before the elections he was busily engaged in sending out instructions to the many officials who were to have charge of the voting precincts. He also acquired and shipped to these different precincts 8,000 voting booths, 1,600 ballot boxes and thousands of ballots. No doubt this experience in 1908 stood him in good stead when in May, 1917, he was called to superintend the registration of the young men of this country for military service in the present war.

The second intervention of the United States in Cuba closed shortly after the last of these two elections was held, and Colonel Crowder thereupon returned to the United States in 1909 and resumed his work as Judge Advocate. In 1910 he was honored by being sent as one of the eight delegates from the United States to the Fourth Pan-American Congress at Buenos Aires. The Pan-American Congresses that have

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been held in the last fifteen years have been very potent means in increasing the cordial relations that have arisen between this country and the Latin American States of South America, and in building up our trade relations with these countries, and to be appointed a delegate to represent our government at one of these Congresses is in itself a mark of distinction. From Buenos Aires Colonel Crowder went to Santiago, Chili, to represent the United States as Envoy Extraordinary and Minister Plenipotentiary at the Centennial celebrations held in that city in the fall of 1910. These celebrations were in commemoration of the one hundredth anniversary of the revolution in Chili in 1810, whereby she acquired her independence from Spain.

In 1911 Colonel Crowder was made Judge Advocate General with the rank of Brigadier General, and with this appointment he attained to the highest position in the legal department of the Army. In this new role he was able to bring about in 1916 a complete revision of the rules and regulations for the government and discipline of the army, known as the Military Code or the Articles of War. This revision of 1916 superseded what was commonly called the Code of 1874 which had long been deemed defective, notwithstanding the changes that had been made in it since it had been originally compiled. The more serious defects of this code as it stood in 1916 were due to the fact that it had been drawn largely from another code, that of 1806, and from such amendments as had been made more or less hurriedly to the latter code during the various wars in which our country had been engaged between 1806 and 1874. The Code of 1806 in turn had been compiled chiefly from articles that had been enacted by the Second Continental Congress during the American Revolution and by Congress under the Articles of Confederation immediately after the Revolution. As a result of this process of compilation from earlier codes, the Code of 1874 was more or less archaic and unsuited to conditions in the twentieth century. "Eigthy-seven articles of the Code of 1806 survived in the amended Code of 1874 without change or with only minor changes of style, and most of the remain-

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ing articles of that code were without substantial changes."[2] Hence the Code of 1874 was not only unscientific in its arrangement, but it contained many provisions that were either wholly obsolete or illy adapted to modern service conditions. For these reasons General Crowder prepared in 1916 a revised code of 121 articles to take the place of the one of 1874. This revision was promptly adopted by Congress and was put into effect on March 1, 1917.

Important as were General Crowder's services up to this time, both at home and abroad, they were not of such a character as to draw the attention of very many people outside of those in governmental circles, especially those in the army. But the part that he took in drafting the Selective Service Act of 1917 and in its subsequent enforcement had made him a national character and has given him a prominent place in the history of the country. That he should have been called to perform this service was not due to political influence but to the eminent success to which he has already attained in so many different fields of activity.

We declared war against Germany on April 6, 1917. The problem that arose immediately thereafter was how to raise and equip a force of men sufficiently large and effective that would enable us to play our part in winning the war for democracy and freedom. To many it appeared that the proper solution for the first part of this problem was by voluntary enlistment. They pointed out that such a method had been successfully followed thruout our entire history with only one exception, and that when during the Civil War an attempt was made to institute compulsory service, failure ensued. But in spite of this opposition to compulsory military service, Congress profited by our former experience and by the failure of the English voluntary enlistment system in the present war and enacted on May 18, 1917, a Selective Service Law which made every able bodied man in America between 21 and 31 liable to military service during the war, and which vested the President with extraordinary powers for carrying out its provisions.

[2]There were 101 articles in the Code of 1806, and 128 articles in that of 1874.

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Acting upon the authority thus conferred upon him by this law, President Wilson fixed June 5 as registration day, and on that day nearly 10,000,000 men, practically the entire male population of the nation between 21 and 31, presented themselves at the enrolling booths in their respective districts and registered their names and addresses. Within two days thereafter essentially complete returns from the whole country had been assembled by telegraph in Washington.

The next step was to determine the order in which these 10,000,000 men should be called into military service. This was done by means of a great central lottery in Washington on July 20th. Into a large glass bowl were placed 10,500 capsules, each one containing a slip of paper. On the slips of paper in these capsules had been stamped numbers ranging from one to 10,500, one number to each slip of paper. These capsules were thoroughly mixed in the bowl by a big ladle and then drawn out one at a time by blindfolded men specially selected for that purpose. As each capsule was drawn out, the number on the slip which it contained was recorded, and in this way the order in which the 10,000,000 registered men should be called to service was determined. This had been made possible thru the system of numbering the registration cards which had been made out on June 5th. Each registration card in a given district had been numbered in a separate series by the local board of that district, and as the number of registrants in any district thru out the country did not exceed 10,500, the number of capsules containing numbered slips and placed in the bowl for the drawing was 10,500. As these various numbers were drawn, the order in which the 10,000,000 should be called into service was determined. The first number drawn was 258. That meant that all the men thruout the country whose registration card bore this number would be called first. Those whose cards bore the second number drawn were to be next called, and so on until the 10,500 numbers had been drawn.

When the order in which the 10,000,000 men should be called into service had been settled, the next thing was to

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select 687,000 men out of the total number of registrants for the first quota of the new national army. The local board of each district was notified as to the number of men it must furnish, and was then ordered to call in the registrants in the order that had been established by the central lottery in such numbers as to secure the quota required from that district after those who were physically unfit had been rejected and after those who had good grounds for exemption had been excused from service. As the local boards secured the number of men required from their respective districts, they forwarded them on to the various training camps from time to time as facilities for the induction of men into service were established.

These facts which have just been related are familiar to every one, but they need to be repeated here to make clear what was the character of the duties that devolved upon General Crowder as Provost Marshal General to which office he was formally appointed four days after the passage of the Selective Service Law. He has been very generous in assigning credit to a number of men in his office who have faithfully assisted him in the execution of this law, and has been prone to minimize his own part in the matter. But allowing the honors to fall where he says they belong, the great credit for the successful operation of the law is due to General Crowder himself. Indeed it was he who drafted the Selective Service Bill that Congress passed, and it was he who planned in advance of its passage how its provisions might be carried out with precision and without the loss of time. Among other things he addressed a letter to each Governor in the Union on April 23rd, nearly a month before the enactment of the Selective Service Law, apprising him of the nature of the measure that was pending in Congress and explaining what duties would devolve upon the Governors in their respective state in case the bill should pass. Moreover the machinery for the registration had been completely provided for some days before the law was enacted, and even the 45,000,000 blank forms needed for the registration were thoroughly distributed among the different registration boards before May 22nd.

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So complete were the preparations in advance of the enactment of the law, "that save for the necessity of giving ample publicity and distribution to the President's proclamation fixing June 5th as registration day, the registration could have been as well consummated on May 25th (one week after the bill became law) as it was on June 5th, the day fixed by the President." Indeed General Crowder recommended to Secretary Baker that not more than ten days should intervene between the President's proclamation and registration day, and when Mr. Baker protested that this would not allow enough time in which to distribute to the different registration places thruout the country the printed material needed for the registration, General Crowder had to tell the Secretary of War that while they were talking the registration blanks were already distributed to the most remote parts of the country.

To carry out successfully the registration of 10,000,000 men and to select from this number 687,000 who were physically fit for military service and who could not claim vaild exemption, and to deliver them to the cantonments, was a most stupendous task. It was all the more difficult because as a nation we are non-military in character and are not used to an exaction of universal military service. Moreover the war seemed at that time so very remote and unreal. Very few people had as yet come to realize that the world was at war and very few were fully convinced that the time had come for us to enter into the strife. In the face of these difficulties it was a hazardous undertaking to bring into existence a new army made up of men from all parts of the country. That it was successfully accomplished can be attributed to the fact that in General Crowder the country had a public servant who not only possessed great powers of initiation but also great capacity for performance. He was able to see the whole scheme then from beginning to end, not only in the large outline but also in its details, and because of his extraordinary executive ability he was able to carry it thru to successful consummation with practically no opposition from any part of the country.

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So impressed was Secretary Baker with the effective manner in which General Crowder had discharged the duties of the office of Provost Marshal General, that he addressed a letter to him on the eve of the great drawing on July 20, 1917, expressing not only his personal thanks but also the gratitude of the country at large for what had been done, and also assuring him of their continued confidence in his ability to meet and solve the future problems that were to arise in connection with the completion of our new national army. And in recognition of what he had done since the declaration of our Congress on October 6, 1917, conferred upon him the rank of Major General.

Some measure of the work that has been accomplished thru the office of the Provost Marshal General at the time when this article was written (July, 1918) can be obtained from the announcement that has just been made that over 2,000,000 men are now with the colors, one-half of whom are in France or Italy, either on the battle front or making ready rapidly for that position. Of these 2,000,000 men now with the colors, more than 1,500,000 have been called into service thru the draft. And before the year 1918 closes another 1,000,000 will likely be with the colors thru the same means. Already Congress has extended the Selective Service Act of 1917 in such a way as to include those who have become 21 since the registration on June 5, 1917. Thru General Crowder's office these young men to the number of 750,000 were registered on June 5, 1918, and the order in which they are to be called into military service was afterwards established by a central lottery similar to that used last year.

This account is after all but a brief outline of the life and work of the man who has done so much in these last few months towards bringing into existence our immense national army. But from what has been said it is not difficult to discover what are the leading characteristics of the man. First of all we are impressed with his great energy and persistency. Work with him is a passion. Whatever he undertakes, he stays ·h until the job is thoroly completed. Moreover he has ·nusual ability of doing more than one big thing at a time.

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Altho burdened with the duties of the office of Provost Marshal General ever since the enactment of the Selective Service Law, he has continued all the while to serve as Judge Advocate General with the same old time vigor and effectiveness. It is said that suggestions have been made to him that he would do well to lighten the load he was carrying by relinquishing the post of Judge Advocate General, but to every such suggestion he has returned an emphatic declination.

Along with this remarkably capacity for work is his great mental ability. He is not all action. If he were, he would not be what he is today. The chief secret of his success lies in the constructive character of his mind. He is always open to suggestion, but he never waits upon other men's ideas for the solution of any great problem that is brought up to him. Rather he brings to bear all of his great mental power upon that problem and evolves a solution that is his own. It is this guiding force in his life that makes his efforts count so effectively.

Altho the greater part of his career has been spent in the legal department of the army, his bearing and his attitude towards things are those of a soldier of the line. In speech he is inclined to be outspoken and rather brief. Obedience is the first word in his military vocabulary. What he demands of those who are his subordinates, he is ready to render in turn to his superiors. Highly endowed with the ability to master details, he is thoroly impatient of incompetency on the part of any one in a position of authority or responsibility. In a word he is the very soul of discipline and efficiency.

On the other hand no one is quicker than he to recognize merit and ability in others, especially in those who are his subordinates. Coupled with this is a spirit of unselfishness that seldom exists in the higher ranks of official life. This is seen in the way in which he put a stop to a move to raise him to the rank of Lieutenant General in June, 1918. In further recognition of the splendid services which he had rendered in executing the Selective Service Act, the Senate passed a bill which contained a provision conferring upon him the rank and title of Lieutenant General. Undoubtedly the House would

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have passed this bill without any objection but for the protest which he entered against it. In a letter to the Chairman of the Committee on Military Affairs of the House he stated in very emphatic terms his unwillingness to accept the proffered rank and title while certain men in his office, who had so much to do with the execution of the Selective Service Act, were as yet unrecognized by the government for what they had done. It would have been a very easy thing for him to have kept quiet and allowed the measure to go thru the House, but his sense of right and justice would not permit him to do that while others deserving of reward and recognition were being overlooked. We shall likely have to look thru the annals of our army a long time before we shall be able to find a parallel instance to such an act as this.

Notwithstanding the great honors that have come to him, General Crowder is very democratic and modest in his habits. He is very reticent about himself personally and cares nothing for popular applause. He has a pronounced dislike for anything that savors of aristocracy and he detests snobbery in whatever form it manifests itself. He has a particular aversion for the man who started from humble origins like himself, but who, on reaching some position of distinction or prominence, seeks to cover up or forget those origins.

Fianally he has always been proud of the fact that he is a Missourian and he has always held in fond remembrance his early associates in Missouri and the scenes of his boyhood. His varied duties have not permitted him to visit his native state very frequently in recent years. But he took great delight in dropping his work at Washington five or six years ago and in making a trip to Missouri for the express purpose of accompaning his mother, who was then and is still residing in Kansas City, on a visit to Grundy County in order that together they might mingle with their old time friends in and around Trenton and visit the place of his birth near Edinburgh.

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MISSOURI AND THE WAR.

FOURTH ARTICLE.

FLOYD C. SHOEMAKER.

If the people at home will do their share, we over here will do ours—General John J. Pershing.

The persistence of old conclusions founded on American historical writings of decades past, in the face of changed statistics, is one of the curious anamolies of mind of the public, the press, and the majority of historians. That narrow Eastern citidal of patriotism of '76, stretching from the Kennebec to the Altamaha, is still regarded by many foreigners and Americans as the key-stone of our national existence, and by some as the foundation, arch and masonry of loyalty to the United States of 1918. Change everywhere and in everything pertaining to man, dynamic conditions in all lands, but static, concentrated loyalty in ours! Where find the potential traitors, the foreigners? In Cincinnati, Milwaukee and St. Louis! So answer and even indict, hundreds of writers of ability who today shape public opinion. Where locate the unquestioned patriots, the native Americans? In Boston, New York, and Philadelphia! So write and speak, many of the editors and orators of the day. History, textbooks, teachers—all have made us receptive to these replies. We have read, been taught, and believed without question or the use of logic, that what was true in this land a century past, is still true today. Facts undisputed and figures official can alone change this attitude and do justice to all.

The storehouse of data on this is the United States Census for 1910 published by the United States Department of Commerce. Every statement here made is taken from or based directly on this authoritative work.

In 1910, the eight American cities having a population of over 500,000 were, in their order of size—New York, Chicago,

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Philadelphia, St Louis, Boston, Cleveland (O.), Baltimore and Pittsburgh. The printed table gives the population of each of these and the percentage of persons of Native White Parentage, of Foreign Born Whites, and of Foreign or Mixed White Parentage.

	Population	Native White Parentage	Foreign Born Whites	Foreign or Mixed White Parentage
New York	4,766,883	19 1-3%	40½%	38 1-5%
Chicago	2,185,283	20 1-3%	35 4-5%	41 4-5%
Philadelphia	1,549,008	37 4-5%	24 2-3%	32
St. Louis	687,029	39¼%	18	36
Boston	670,663	23½%	36	38 1-3%
Cleveland	560,663	23 3-5%	34	40
Baltimore	558,485	46 9-11%	13 4-5%	24 1-7
Pittsburgh	533,905	33	26 1-3%	36

ST. LOUIS SECOND IN NATIVE WHITES.

First in Native White Parentage is Baltimore; second, St. Louis. These, the most American of large cities, viewed from the standpoint of native ancestry. Both originally peopled largely with Southern stock, both known for their Southern hospitality, both cities of homes. A Missourian has somehow linked them together in his two famous novels, "Richard Carvel" and "The Crisis." Revolutionary Baltimore and anti-bellum St. Louis, are not so different in these books as the difference in years would seem to indicate. In one the English, Irish and Scotch-Irish combined; in the other, these with the French. The town of Lord Baltimore, the "Monumental City," the home of "The Star Spangled Banner," and the town of Pierre Liquest Laclede, the "Mound City," the "Gateway of the Mississippi Valley," today claim honors in their native American citizenry.

Standing lowest in rank is America's metropolis, New York, the world's financial center. Next is Chicago, second in size in the United States. The culture center of the continent, home of the Puritans, the hot-bed of American independence, is but a step higher, with only 23½% of her population of native white parentage. While every other man on the streets of Baltimore and two of every five of St. Louis are

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of native white parentage, only one in five are found on Broadway or Michigan Avenue, and one in four on Washington Street. Atlantic Coast publications should either eliminate statements of patriotism based on American nativity or revise their New England-made histories.

Of these eight most populous cities, Baltimore with her thirty-eight per cent has the lowest percentage of Foreign Born Whites and of Whites of Foreign or Mixed Parentage combined. St. Louis again is second, with fifty-four per cent. New York with seventy-eight per cent and Chicago with seventy-seven per cent are rivals for highest decimals and lowest honors. Boston and Cleveland, each with seventy-four per cent, are close thirds.

Were the figures and rank reversed, however, would the point be proven? Do foreigners in American cities evidence disloyalty? To some extent, perhaps, but not to the exaggerated degree that the East has set forth. There are native slackers as well as foreign traitors, which every country has. It would be difficult to prove that Baltimore and St. Louis are twice as loyal and patriotic as Boston, New York City and Chicago, however easy it might be to show with official United States data that the first two had twice the number of native white citizens and half the number of foreign born and of foreign descent in proportion to population.

ST. LOUIS FIFTH IN NATIVES OF GERMANY, AUSTRIA AND HUNGARY.

In proportion to her total population, St. Louis ranks fifth among these eight largest cities in the percentage of persons born in Germany, Austria and Hungary. Only one of every ten persons in St. Louis is a native of these three foreign countries. In Cleveland the proportion is double, i. e., two of every ten. Boston wins lowest rank, her native born German population being practically negligible. The rank of these eight cities on this basis is: Cleveland (20.5%), Chicago (15.6%), New York City (11.4%), Pittsburgh (10.7%), St. Louis (9.9%), Philadelphia and Baltimore (each 6.1%), and Boston (1.8%). (U. S. Census, 1910, Population, p. 826).

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In proportion to her total population, St. Louis ranks eighth among these eight largest cities in the percentage of persons born in Russia and Finland. Only one of every forty-four persons in St. Louis is a native of these two lands. In New York City the proportion is one of every ten. The rank of these eight cities is: New York City (10.3%), Boston (6.3%), Philadelphia (5.9%), Chicago (5.6%), Pittsburgh (5.0%), Chicago & Cleveland (4.6%), Baltimore (4.4%), and St. Louis (2.3%).

Statistics tell interesting stories and reveal facts. Facts are valuable as facts, but deductions from them are to be made with care. Boston with 6.3% of her total population born in Russia and Finland is perhaps in as little danger of a Bolsheviki program as St. Louis with her 2.3%. St. Louis with 9.9% of her total population born in Germany, Austria and Hungary is perhaps in as little danger from Pan-Germanism as Boston with her 1.8% and presumable in no greater danger than Cleveland with her 20.5% or Chicago and New York with their larger foreign populations of these stocks.

Whatever the criterion of loyalty, St. Louis occupies a place that merits praise and not slander. Few of the larger urban communities in America stand higher. To rank second in the nation in percentage of persons of native white parentage is sufficient honor. To rank next to the lowest in the Nation in the percentage of persons of foreign born whites and of foreign or mixed parentage combined, should estop open and covert insinuations. To rank third from the lowest in the Nation in the percentage of persons born in Germany, Austria and Hungary, justifies special mention and nullifies special suspicions. St. Louis has reason for pride in her citizenry, both from their lineage and their loyalty. Her record in this war in every branch of national service, official and voluntary, is high. Few, if any, surpassed her in achieved patriotism.

MISSOURIANS IN IMPORTANT WAR POSITIONS.

Mr. Ford F. Harvey of Kansas City (Mo.) has been appointed by President Wilson a member of the National Red Cross war finance committee. Of the thirty members of the

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committee there are only two others in the Southwestern District, Festus J. Wade and J. L. Johnson of St. Louis.

Mr. Arthur A. O'Brien, an attorney of Kansas City, has been called to Washington, D. C., to act as legal advisor for the construction department of the quartermaster's department. His summons was accompanied by a commission as captain.

Mr. Henry C. Fowler, president of the Fidelity Trust Company of Kansas City (Mo.), has been named by the Capital Issues Committee of the Federal Reserve Board as one member of a National Committee of three to act in an advisory capacity to the Capital Issues Committee in passing on applications for approval of issues of municipal, public utility and industrial securities in large amounts. This committee, together with committees organized by each of the twelve Federal Reserve Banks, will have practical control of all large financing propositions except those involving railroads.

Mr. Robert S. Brookings, of St. Louis, has been appointed chairman of the raw materials "price-fixing committee" under the war Industrial Board, of which he is also a member.

WAR HONORS AND HEROISM.

Lieutenant-Colonel Robert E. Wood, who was nominated on April 16 by President Wilson to be a brigadier-general, is a native Missourian. He graduated from the Kansas City Central High School in 1895 and five years later was graduated from West Point. General Wood has been director of transportation with the American Expeditionary Forces in France. One brother, Capt. Stanley Wood, was killed in France in 1916 while serving with the British army. Another brother, Edward Wood, is in the American army in France. General Wood has seen service in the Phillipines and the Canal Zone.

Brigadier-General William P. Burnham, who was nominated on April 16 by President Wilson to be a major-general, is not a native Missourian. He is well known in the State,

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however, having served as lieutenant-colonel of the Fourth Missouri Infantry during the Spanish-American War.

General Pershing was awarded the Belgian Order, the grand cross of the Order of Leopold, in April. The decoration was presented by King Albert in person. General Pershing was also given the Belgian War Cross.

Corporal Elmer Naslund, of St. Louis, a member of the United States Army Ambulance Service, has received the French cross of war for bravery. Corporal Naslund is twenty-five years old. On account of his under weight, he was rejected for the first officers' training camp. Hearing that this would also keep him from getting into the army, the navy and aviation service, he became a member of the Washington University (St. Louis) ambulance unit.

Captain Richard T. Smith, of Kansas City (Mo.), a member of the Kansas City field signal battalion, (formerly of the National Guard of Missouri), has been recommended for a distinguished service cross. Under "terrific bombardment," Captain Smith "after getting the other men to place of comparative safety, ran out, picked up Wilkenson (a wounded comrade) and carried him into the trenches, about fifty yards away. It was a deed of real courage."

Because they refused to accept the status of German prisoners of war, and turned upon the enemy and fought their way back to their own lines, a message of warm congratulations from General Pershing was sent to the "Fighting Ninth" Infantry of the regular army, which is composed largely of Missouri boys. An extract from General Pershing's commendation of the valor shown by the Ninth Infantry reads: "Allow me to extend my warmest congratulations upon the splendid spirit shown by the Ninth Infantry in the recent encounter with the enemy, especially to those men who declined to accept the status of prisoners but turned upon the enemy captors and destroyed them and returned to their own lines."

Sergeant Thomas J. (Harry E.) Phillips, of St. Louis, a member of the American Expeditionary Forces, has been awarded the war cross by the French Government for bravery

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in rescuing comrades buried when a German shell struck a house in which fourteen soldiers were eating dinner. Sergeant Phillips and one or two others dug themselves out beneath the wrecked building and then rescued their companions, giving little heed to the shells falling around them. Every man was removed from the debris. Two were killed.

Paul E. Morris, first coxswain, and Roy F. Lambertson, coxswain, both of St. Louis, members of the crew of the munition ship Florence H., destroyed in French waters, have been recommended to Secretary Daniels as worthy of commendation for their heroic rescue work.

Lieutenant William A. Murphy, a former student of St. Louis University, whose home since 1905 has been Chicago, has been awarded the French war cross. In a fight in No Man's Land he and his men took sixty German prisoners.

MISSOURI'S HONOR ROLL.

Enrolled in service, mustered out for sacrifice in the cause of country, are the names of Missouri's boys who have given all. These names are hallowed names, sacred ever to kin and country. None can do more then they. Short were their lives, monumental their work. "You are entitled to wear a gold star" is the brief message sent from the Capitol to perhaps Cabool, Missouri, but it tells the story of man's offering on the alter of fraternity. To the father, the mother and the wife it tells of honor to family; to the friends, of courage in conflict; to the State, of the duties of citizenship nobly performed; to the nation, of patriotism sacred; and to all mankind, of martyrdom to democracy.

These are the Missourians recently reported killed in action: William Brogan, St. Louis; John M. Davidson, of Senath; H. C. and J. H. Del Vian, of St. Louis; Gene J. Henson, of Fornfelt; William Johnson, of Reger; First Lieutenant Charles Long, of Granby; Cleatus H. McMunn, of Senath; Harry N. Miller, of Kansas City; Oscar Pflaster, of St. Louis; J. Smith, (Canadian casualty list), of St. Louis.

The following Missourians are reported to have died of wounds in France: Corporal Fred C. Carter, of St. Louis;

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Harry F. Raymond, of St. Louis; Finis Schooling, of Clark; Wilbur Wilkerson, of Kansas City.

Five Missourians were reported to have died of disease in France: Ernest Crowder, of Kansas City; Homer E. Grafton, of Springfield; Harry D. James, of Hannibal; Arthur Eugene Newman, of St. Louis; Elmer H. Prengel, of St. Louis.

P. Harold Becker, a sailor, of St. Louis, was also reported to have died in France. Cause of death not stated.

Kenneth M. Copley, of Webster Groves, and Lieut. Richard Anderson, of St. Louis, were accidentally killed in the airplane service in France.

Two Missourians are still reported missing in action: Charles M. Gibbs, of Windsor; Clarence Mitchell, of St. Louis.

Four Missourians are reported as prisoners in Germany: Pvt. Homer Akers, of Norwood; Lieut. Louis M. Edens, of Cabool; Lieut. H. A. Goodrich, of St. Louis; Capt. J. F. Hardesty, of St. Louis.

The casualty lists of those killed, wounded and missing at sea, report the following Missourians: Hamilton Lee Bayne, missing on board U. S. collier Cyclops, of St. Louis; Wallace Cecil, fireman, and Charles F. Dechenne, fireman, seriously wounded on U. S. destroyer Manley, both of St. Louis; Everett H. Duffy, of the Tuscania's dead or missing, of Siloam Springs; Francis Roberts Flood, yeoman, missing on U. S. S. Lake Moor, of Hannibal; William Lusso, killed on U. S. destroyer, of Kansas City; Lawrence Robinson, missing on Cyclops, of St. Louis; Joseph Shields, killed on U. S. S. Von Steuber, of Hannibal; Wallace G. Smith, of the Tuscania's dead or missing, of Festus; William E. Vickers, same, of Southwest City; and Moss Tinsley Whiteside, missing on Cyclops, of St. Louis.

The following Missourians have been severely wounded in France: Major John Frank Carmack, of St. Louis; Private Alfred B. Clark, of St. Louis; Jesse S. Deakins, of St. Joseph; Thomas R. Harrison, of St. Aubert; Geo. D. Kirchofer, of Kidder; Omar E. La Hue, of St. Joseph; Spencer Jay Lewis, of St. Louis; Arthur H. Quick, of Kansas City; Haydon O. Ray, of Moody; Frank J. Schwetz, of St. Louis; Felix Tokai, of St. Louis; Oliver D. Yoder, of Gunn City.

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Reported slightly wounded in France: Lieut. Frederick C. Abbott, of St. Louis; Thomas W. Cole of Springvale; Lieut. Roland E. Hamman, of St. Louis; James Schuyler Lance, of St. Louis; Isidor Lewine, of Kansas City; Carl C. Leudeking, of St. Louis; Alex. Mironik, of St. Louis; Christopher C. Plummer, of Mathews; and Frank J. Sikorski, of St. Louis.

The following St. Louisans in the United States Marine Corps have been reported wounded in France but the extent of their injury was not given: Corp. William Doud; Sergt. Walter U. Kelley, Charles S. Olmstead, Gustav Sauerbrunn, Arthur H. Spies, Ferdinand Theodore Stoer, Corp. Milo Tebee, Leo J. Tevlin, and Frank Yampolasky.

MISSOURI AND THE FIRST DRAFT.

Provost Marshall General E. H. Crowder has recently issued a report to the Secretary of War covering the first draft under the Selective-Service Act, 1917. The report gives full data on all the states and counties relative to this subject. It is statistical but an examination of its figures is interesting study.

Missouri's gross quota was 35,461, her enlistment credits, 16,740 the ratio being 47.20%. The ratio over the Nation was only 40.42%. For every ten men Missouri was required to furnish under the draft, she had already furnished five whose enlistments had been credited her. According to her gross quota, Missouri ranked ninth. Of these states, only Massachusetts had a higher ratio of enlistment credits.

The total enlistments in Missouri, from the declaration of war to December 16, 1917, however, were, according to this report, 28,191, making the ratio of actual enlistments to gross quota 79.49%. The ratio over the Nation was 64.47%. In other words, for every ten men Missouri was required to furnish under the draft, she had given eight by voluntary enlistment. Of the nine states in question whose gross quota were largest, only Massachusetts had a higher ratio of actual enlistment.

According to this report the estimated population of Missouri in 1917 was 3,240,679, giving her ninth rank. The total number of registrants in Missouri, age twenty-one to

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thirty, was 297,456. Nine other states exceeded this. The total called for examination in Missouri was 81,183, being the smallest number of the ten highest registrant states. This made the ratio of "called for examination" to "total registrants" in Missouri 27.29%. The next lowest was Michigan, whose ratio was 33.13%.

The total number accepted in Missouri was 19,493, making Missouri's ratio to "called" 24.01%. This number and this ratio were also the lowest among the ten populous states.

Of Missouri's "total registrants called," 3,899 failed to appear, or 4.80%. The ratio over the Nation was 8.18%. Missouri's rank in regard to "seeming slackers" among the ten largest registrant states was easily first in honors and lowest in either numbers or percentages. Of these ten states the next lowest was Michigan, whose ratio was 7.29%—an increase of 50% in "seeming slackers" over Missouri. Even more remarkable is the part that Missouri, with her large population took fifth rank in the Nation on this point in competition with all states. The combined number of "called" in the four states which surpassed Missouri in lower ratios of "seeming slackers" was only 92,615, or 11,432 more than Missouri's number.

The significance of these figures is highly creditable to Missouri. Of every twenty men "called" for examination in Missouri, only one failed to appear. The average of the Nation was nearly two in twenty, the average of the ten largest registrant states (excluding Missouri) was nearly two in twenty, and in one state the average was five in twenty.

General Crowder has accounted for 80% of the "seeming slackers" in the Nation under four classes of persons, who were obviously not "slackers:"

(1) Those who had enlisted or been commissioned since registration, but neglected to notify the boards of their military status and claim exemption, as they should have done;

(2) Those who had died;

(3) Those who were tranferred to other boards for physical examination or for the hearing of claims, but were inadvertently carried on the books of their orignal board as "failed to appear;"

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(4) Aliens who left this country to enlist in their own armies or who through ignorance or misdirecting of mail failed to appear.

There is no reason to suppose that this explanation and these figures do not apply at least with equal force to Missouri as to the Nation. If so, the 4.80% of "seeming slackers" in Missouri becomes less than 1% of real slackers. This means that of every one hundred Missouri boys called for examination under the draft, only one attempted to evade the law in failing to appear.

Missouri's total registrants called for examination was 81,183. Of these only 2,263 were aliens, making the ratio to the total, 2.79%. Of the ten largest registrant states, this was the lowest in number and ratio. The next lowest was Texas with 10,728 aliens called, and a ratio to the total of 7.66%. The ratio in Massachusetts was 30.75%. In the Nation at large Missouri ranked twelfth in her low ratio of aliens called to total called, being outranked by eleven southern states.

The total number of alien registrants in Missouri was 9,637, the smallest number among the ten largest registrant states. Of these, 5,846 were allied aliens, making a ratio of 60.66% to total alien registrants. This ratio gave Missouri sixth rank among these ten states.

The number of neutral alien registrants in Missouri was 1,442, a ratio of 14.96% to total alien registrants. This ratio gave Missouri third rank among these ten states.

The number of enemy aliens in Missouri was 594, a ratio of 6.16% to total alien registrants. This was the smallest number among the ten states, and gave Missouri lowest rank (tenth) on the ratio basis.

The number of registrants of aliens allied with enemy aliens in Missouri was 1,755, a ratio of 18.21% to total alien registrants. This was next to the smallest number among the ten states, and gave Missouri fifth rank on the ratio basis.

To summarize Missouri's standing on the basis of alien registration and aliens called, compared to the ten largest registrant states, these conclusions are made:

First—Missouri had the smallest number of alien registrants "called" for examination.

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Second—Missouri had the lowest ratio of aliens "called" to total registrants "called."

Third—Missouri ranked sixth in the ratio of allied alien registrants to total alien registrants.

Fourth—Missouri ranked third in the ratio of neutral alien registrants to total alien registrants.

Fifth—Missouri had the smallest number of enemy alien registrants.

Sixth—Missouri had the lowest ratio of enemy alien registrants to total alien registrants.

Seventh—Missouri had next to the smallest number of registrants of "aliens allied with enemy aliens."

Eighth—Missouri ranked fifth in the ratio of registrants of "aliens allied with enemy aliens" to total alien registrants.

The least indicative of these conclusions are the first, fourth, fifth and seventh. This leaves four conclusions of first importance. Of these four, two (the second and sixth) give Missouri highest rank; one (the seventh), second rank; and one (the eighth), fifth rank.

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THE BIRTH OF A NATIONAL LEAGUE.

An interesting story is told of how Col. R. P. Dickerson, of Springfield, (Mo.) founder of the National Loyalty League, was inspired to organize that society. He was in Washington about a year ago in interest of his regiment. One day Colonel Dickerson took a seat in the front row of the Senate chamber balcony, and as he settled down to hear the debates, Senator Myers of Montana, challenging the patriotism of a Missouri senator, inadvertently, in his gesticulations, pointed toward Colonel Dickerson, saying: "Is there a patriotic American in Missouri?" This was too much for the citizen of the Ozarks. He arose to his feet and responded in no modulated tones: "By God, yes." There was laughter and confusion in the Senate, and the sergeant-at-arms rushed to suppress Colonel Dickerson, but the latter departed quietly. It was one of the few times that a spectator had replied from the Senate

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gallery to remarks from the floor. That night Colonel Dickerson and Senator Myers were at dinner together, and it was that night that Colonel Dickerson conceived the plan of putting Missouri's patriotism above the reproach of anyone.

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THE WEST ALWAYS AWAKE.

(From the *Philadelphia North American.*)

Some of us here in the East have been wondering whether the West has "waked up" to the war.

The West didn't have to wake up to the war or anything else. The West never has been asleep, when it came to national needs or world help. The West is always ready to get on the firing line and give more than is asked of her.

She has the spirit as well as the sense of service. She centers the best hopes of that democracy whose fate this day hangs in the balance. Her so-called "fads" of yesterday are today's foundation stones. She is the Gibralter of Americanism, and the man who questions her loyalty only reveals his own ignorance.

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THE REPUBLIC OF MORESNET.

Lying on the Belgium-Germany border, four miles southwest of Aix-la-Chapelle, is the tiny neutral republic of Moresnet with an area of one and one-half square miles. It has a population of 3,500—the people being partly German, Dutch and Belgian. The press of Germany accuses these people of war-profiteering. "Some change has become necessary," writes the Berlin Rundschau. So even Moresnet has aroused the greed of Germany, because the republic's "youths and girls fill the motion picture theatres in Aix-la-Chapelle."

(Quotations from same source.)

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PERSHING PAID FOR THE PIG.

General Pershing's automobile recently killed a growing pig, the most valuable possession of a poor, aged woman. The woman wept. She knew the car contained the American General, but she was told not to make a claim, as the pig was to blame.

General Pershing later learned the situation. The woman's grief changed to joy when a letter arrived containing a check for $20, with kind words besides.

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MISSOURI LED IN MARINES.

(From *Kansas City Star*, March 25, 1918.)

If a United States marine says "I'm from Missouri," he probably is stating a fact rather than raising a question of veracity, for the corps records show Missouri has furnished a larger number of soldiers of the sea than any other district. Five hundred and seventy-nine men were enlisted in the regular corps and reserve in the last calendar year. The Oregon district stands next, with five hundred and fourteen recruits.

BOMB INVENTOR FROM MISSOURI.

(From *St. Louis Star*.)

Gregory C. Davison of Derby, Conn., inventor of the depth bomb, used in destroying German submarines, is a native of Jefferson City, and is a son of the late Dr. A. C. Davison. When a boy he entered the Naval Academy at Annapolis, and after being graduated entered the navy and served for a number of years. He later organized an electric manufacturing company at Derby, Conn., and branched out in several lines of war manufacturing. An airplane rifle that is now in general use is from his factory. The depth bomb appears to be his greatest achievement. It is said that his father hoped to make a farmer out of him.

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OPPORTUNITY FOR COMMERCIAL CLUBS.

The St. Louis Chamber of Commerce has issued several leaflets recently that show the aggressive and patriotic part taken by St. Louis in the present war. Every Missouri city having a similar organization or commercial club should obtain a copy of these leaflets and compile like data applying to its community. The officers of the St. Louis Chamber of Commerce have done a commendable piece of work. Their enthusiasm should not permit them, however, to make comparative statements based on official statistics in which are cited in juxtaposition such cities as St. Louis and Bridgeport (Conn.), and later the elimination of comparison between St. Louis and New York. The value of such work is thereby lessened.

When comparative data in regard to native population, foreign born population, etc., is sent out to 100,000,000 American readers the purpose of the writer should be to let statistics determine his conclusions, and not his convictions select his data. Either all cities over 500,000 or 250,000 should be set forth in plain comparison (if dealing with large cities) or the work should be abandoned. Again, it is just as important to include Hungarian and Austrian born as German born.

No American city can stand first in all things relating to war and patriotism. To attempt to place any community in so unique a position, detracts from the real worth, however great, of that community. St. Louis has sufficient data to satisfy the American public of her remarkable patriotism. Care and moderation in the use of statistics is as necessary for truthful and forceful conclusions as the choice of adjectives and the restrictions on superlatives are imperative in good writing..

The time is opportune not only to enlighten the American people and especially the East regarding Missouri and the War, but equally so in instructing the latter in the use of sound, careful methods to arrive at accurate and fair conclusions.

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The day of "Imperial Missouri," the commonwealth of clam shell buttons, plug tobacco, cob pipes and mules, is passing. The day of patriotic Missouri, the state of Benton, Linn, Doniphan, Bates, Bingham, Pershing, Crowder, and the three and a half millions of her loyal citizens, is here. Missouri is not the largest, the richest nor the most populous of states. Neither does she imply that she is the most patriotic. None but orators will determine the latter. Willing is she, however, to present her acts and records of the past, her efforts and data of the present, and her plans and purposes of the future in kindly comparison with her sister states.

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Kansas City, Missouri, has one small ward school, the Van Horn, with an enrollment of four hundred, which has organized a War Savings Society with a hundred per cent membership, and in addition to this has obtained over one thousand associate members.

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State Director Wade, of St. Louis, Missouri, has offered five $100 War Savings Certificates as prizes in a Thrift Essay contest among the pupils in the schools of the State. The prize-winning essays will pe printed in the different newspapers.

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NOTES ON ST. LOUIS.

(From *The Truth*, published by the St. Louis Chamber of Commerce.)

"St. Louis had the first Food Organization in the United States.

"It originated these ideas, since adopted generally: Conservation high schools, community canneries and Hoover lunch rooms.

"In one day 342,000 St. Louis women signed the Hoover pledge—more than in any other city.

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"St. Louis' newest statue, erected by popular subscription through the local War Savings and Liberty Loan organizations, is called 'America Defending Civilization.'"

"St. Louis is the heart of the Made-in-America Chemical industry. Her vast chemical output is doing much to help win the world war.

"St. Louis and the immediate surrounding territory furnished more applicants for Navy enlistments with the sole exception of New York City, than any other city, regardless of population.

"St. Louis has led every city in the entire United States in recruiting for the Marines.

"In naval recruiting St. Louis is second to New York, a city six times as large.

"One St. Louisan in every seventeen serves the U. S. A. More than 45,000 from St. Louis are in the Nation's fighting forces. (May 12, 1918.)

"The first regiment in France to receive service stripes for six months' service was the Twelfth Engineers—a St. Louis regiment.

"The second ambulance corps to land in France was from St. Louis.

"Within five months after the declaration of war, St. Louis recruited and equipped an entire additional regiment of National Guards.

"St. Louis has gone "Over the Top" in every campaign for Liberty Loans, Red Cross, Y. M. C. A., Knights of Columbus, Young Men's Hebrew Association, and is already well advanced toward reaching her quota of War Savings Stamps.

"More than 1,000 St. Louis boys have enlisted in the Aviation Division.

"St. Louis is the headquarters of the largest American Red Cross Division in the country—both in area and membership.

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"In one-half day's time, St. Louis raised a fund of $100,000 and inside sixty days recruited 3,000 men for two Home Guard Regiments, being the first American city to have two regiments of Home Guards completely equipped, even to machine guns and armed motor cars.

"One of the first hospital units to land in France was from St. Louis, which was outfitted by the St. Louis Chapter of the American Red Cross at an expense of $60,000.

"Twenty-eight thousand St. Louis women are registered to do knitting.

"Ferguson, a St. Louis suburb, perhaps holds the national honors for recruiting. Of its 1,935 inhabitants, 130 enlisted, or seven per cent of its population. Ferguson also recruited a home guard company of one hundred."

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MISSOURI PARENTS.

"I am proud to have given my boy to the country's cause," said Albert F. Becker, of St. Louis County, on being notified of the death of his only son, P. Harold Becker, in France.

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"Somebody has to give his sons if we are to win," said Mr. Garett Wilkerson, of Kansas City (Mo.), on receiving word of the death of his son in France. "We are proud of Wilbur."

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Mrs. C. W. Ley, of St. Louis, has been notified that two sons, J. H. Del Vian and H. C. Del Vian, thirty-one years old, have been killed in action in France. She has two more sons, also twins, Bert and Albert Del Vian, twenty-five years, and two step-sons, J. H. Ley, thirty-two years old, and Henry Ley, twenty-nine years old, serving with the colors in France. The twins who were killed have been in service in the United States Marine Corps since 1904. On receipt of the cablegram from France, the courageous mother said:

"I am proud that my sons have given their lives for such a noble cause. When we gave up our sons to the country we gave them with the expectation they would give their lives if necessary. It is a worthy sacrifice."

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GOTTFRIED DUDEN'S "REPORT," 1824-1827.

TRANSLATED BY WILLIAM G. BEK.

FOURTH ARTICLE.

THE FIFTEENTH LETTER.

Montgomery (County) November 1, 1825.

"In my last letter I attempted to give you a faithful picture of the life of a local planter. I recall the notions that are current in Germany regarding living conditions in America; how horrible prairie fires endanger whole provinces; the terror of hostile Indians; the dread of beasts of prey, of poisonous serpents, of scorpions, tarantulas and various insects, such as the mosquito and so forth, and finally the host of maladies that are caused by the climate and the condition of the soil. Therefore I anticipate your reproach for not having given you a better account of the unpleasant side of life here. Be unconcerned, however. I shall not leave this region for a while yet. I intend to live at least a full year on my own land, in order to obtain first hand information of the unpleasant as well as the pleasant things, and shall give you a faithful account of every detail.

"I have recently observed a great forest fire myself, and have assisted in keeping the blaze from the plantations of my neighborhood, and can therefore give you a complete report of the accompanying dangers and the means of combating the fire."

Duden then gives the causes of prairie and forest fires and tells in which season they are most frequent. Then he tells about a fire which he had occasion to watch in his neighborhood. In the first part of his story he says that it was hardly worth the trouble to go to view it. But later on his facile pen runs on again in its unique, beguiling manner. We read: "The fire came from the northeast and soon entered the ravines which branch out from Lake Creek. The day had

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faded into twilight when the owner of the plantation, where I had hitherto lived, invited me to take a walk with him to the other side. We followed a narrow valley to a point where it divided into many ravines. It had grown dark when we arrived there, and it seemed to be the right moment to see the fearful element in its highest glory. In vain I should try to give you a picture of what I saw. The imagination of the boldest painter would in the representation of hell hardly equal this reality. Driven by the wind the fire had spread chiefly in the lowest parts of the ravines, and from here the flames rose, in so many separate fires, simultaneously, in rapid course to the summit of the hills. The dark windings of the ravines were strangely illuminated by the burning treeswhich were from eighty to one hundred and fifty feet high, and the stretches of flames on the hills resembled burning streams, which gradually were lost in the depths below. The whole retained its terrible character for a long time, while countless changes in the detail took place. The crackling and crashing of falling oaks and gigantic plane trees, and the flying of burning masses were the ordinary interruptions, and the howling of the wind seemed to pursue the despairing wild animals in flight. I saw deer, squirrels, foxes, wolves, raccoons, opossums, horses and cattle, all in perfect harmony, escaping the common enemy.

"On the next day began the work of the planters to keep the fire away from the buildings and fences, which doubtless would have been doomed without such precaution. As soon as the fire comes rather close, and the hope of being spared by it vanishes, a line is chosen by the people in the neighborhood, which line is intended to be the limit of the fire. Usually they try to select a road for this purpose. Along this line the leaves and dry twigs are carefully removed with brooms and branches to form a clear path of three or four feet in width. At the same time cognizance is taken of dead trees which might fall in a burning condition across this border line. After such preparation these leaves are set on fire and care is taken that the flames do not get to the opposite side, and, if they do so, are immediately extinguished. The flames then extend toward the threatening fire and the plantations are saved with-

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out any further trouble. In building this counter-fire the right moment must be chosen, when the adverse wind is not too strong. If the fire were allowed to get closer, it would be mere chance if the property were saved.

"A fire is very destructive to a forest. The fertilizing leaves are lost and the young aftergrowth is in part destroyed or crippled. Even for these reasons it is advantageous to confine it as much as possible. But more than these losses the loss of the pasture is deplored here, and not without reason. In the bottom land along the Missouri such fires rarely occur, perhaps only during a real drought. During this autumn it was to be feared, and the planters there had already made all preparations, when a rain of two days set in and put an end to the further spread of the fire.

"You may now judge yourself about the danger of forest fires. If a plantation suffers the owner is rarely blameless. At least there is no dread of forest fires here."

Then the writer goes on to say that the fear of snakes is no greater among the settlers than the fear of forest fires. He says there are three kinds of rattlesnakes in Missouri. Of these he mentions especially the crotalus horridus and the crotalus miliarius. He says that he saw one rattlesnake that had a rattle almost a foot long. The habits of these snakes are described. The sound of the rattling is compared to the sound made by a scissors-grinder. He also speaks of the viper and copperhead, the water moccasin, the garter snake and the black snake. The statement made by some writers that alligators are in Missouri waters is denied. The presence of the troublesome wood-tick, chigre or jigger is admitted and their habits discussed. The bed bug is said to be common in the wooden houses. Contrary to reports the sand-flea is not found in Missouri, while on the other hand the common flea is found.

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THE SIXTEENTH LETTER.

Montgomery (County), December 10, 1825.

"Day before yesterday one of my neighbors informed me that he had caught a wolf. He said that he intended to turn the dogs loose on it and had come to invite me to go along and see the fight. We started on our way in company with several other persons who had four dogs. The pit or rather the trap made of tree trunks was a mile from the habitations of man. Thru the cracks between the logs we saw the beast lying on the floor of his cage. By means of wooden hooks the hind legs of the animal were drawn forth and the tendons cut in two, which could hardly be done on account of the constant charges made by the dogs. Then the cover of the trap was removed, and instantly the dogs pounced upon the prisoner. In spite of its severe injury it easily made an exit from the trap, and now really began to defend itself vigorously. It was a full grown male. The dogs were all as large as the wolf and of a specially vicious breed. The wolf tried to escape, but failing in this squatted on its mutilated hind quarters, and in a sitting position snapped to the right and left, so that even the bravest of his aggressors uttered cries of pain. He wearied the dogs so much by his defense, that one after the other ran to a pool of water in the neighborhood and plunging in to cool off returned to the fight anew. Altho my companions insisted that this gruesome sport was necessary to train their dogs, nevertheless the courageous defense of the helpless wild beast aroused the pity of all, and a well aimed blow on its head put an end to its torture.

"A few days ago I visited my neighbor, Nathan Boone. He is the son of the famous Colonel Daniel Boone, so well known in the cultural history of America. Many places here bear his name. On his hunting expiditions Col. Boone discovered salt springs in different parts of the country. These springs are used even to-day, especially the one at Boone's Lick. Boone utilized the salt springs and shipped the salt to New Orleans. The old pioneer died three years ago at the

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house of his son-in-law who lives five miles from here.* It is true that up to his old age Boone was a ceaseless hunter, but many tales that are in circulation in Europe about him are not true. Among other stories, I recall having read eight years ago, that he had been found dead leaning against a tree, his gun cocked and ready to take aim. His son, Nathan Boone, is a surveyor of government lands, and has the reputation of being a most excellent man. He lives eight miles from here, on a beautiful plantation on the Femme Osage river. His house is built of hewn lime stone and offers the comforts of a city residence. During the early part of my stay here I had spent several days traveling about with him, getting acquainted with this region and with the lands that were for sale. He is said to be a good hunter. During the coming winter I intend to go bear hunting with him. Bear meat, you know, is highly prized.

"In the places where salt is found near the surface there the hunter finds good stands, because the game will come to lick the salt. I have discovered that game licks not only the common salt, but also saltpeter, alum, and bitter salt. On my farm there are two licks, where deer are seen daily. It is strange that these animals seek the licks only early in the morning or about sun down."

Then the author describes the opossum and the skunk, dwelling on their peculiarities, and discussing the methods of hunting them.

"The weather is still very beautiful. The nights are occasionally rather cold, but during the daytime I can hardly imagine that this is almost the middle of December, especially since the nights are two and a half hours shorter at this season than in Germany. It seldom rains and there are never more than three rainy days in succession. In a region, which is so far removed from the sea, such continuous rains are not to be feared as along the lower Rhine."

*Daniel Boone died September 26, 1820.—Editor's Note.

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THE SEVENTEENTH LETTER.

January 10, 1826.

"Yesterday I went fishing with a large company of people. For a few days we have had frost, and the lake which is in my neighborhood (and which is about three miles long but at no place over 300 paces wide), is provided with a safe covering of ice. This lake teems with fish of various kinds. Especially palatable is the buffalo fish. Holes were chopped in the ice, towards which the fish came in great numbers, so that they could be thrown out of the water with mere sticks of wood. Large fish, weighing from eight to fifteen pounds, were stunned by blows on the ice, so that they could be drawn out without any trouble. We also killed muskrats, whose hides are worth twenty cents apiece.

"When the lake is not frozen over, it abounds in all sorts of wild fowl. During the past year I have several times hunted ducks there, and with good success.

"Only a few days ago I saw some parrots (psittacus Carolinensis), which, as you see, winter here. These birds are very destructive to orchards. In flocks they hurl themselves upon the apples.

"It is remarkable how fast the bodies of dead animals are removed by wild beasts and birds. A short time ago a cow,[7] weighing about five hundred pounds died, and being removed but a short distance from the house, I expressed concern because of the offensive odor which would soon prevail. However, I was assured that the wild animals would take care to prevent that, and really after a week's time not even a bone was to be seen. Crows, ravens, the white headed eagle and the turkey buzzard were busy the whole day long, and at night there came the quadrupeds, especially the wolves. It is just the above named turkey-buzzard that apprises the farmer of the whereabouts of a head of livestock that may have

[7] In a footnote Duden tells that the skin of the cow was removed before the carcass was abandoned to the wild animals, and states with surprise that this work was done by the owner of the cow himself and not by a professional flayer or knacker, and that no odium is attached to this sort of work.

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died in the woods. They circle high up in the air and attract the attention of the one hunting his stock.

"The cold weather has forced some of my neighbors who had gone to the lead mines to come home again. According to a common custom, they intended to employ their idle time in mining, after the harvest was taken care of. Many a one has succeeded, after a few days work, in striking upon a mass of lead ore, which he was able to sell right on the spot for a thousand and more dollars. Such a thing is enticing, and the farmers near the mines like to try their luck. Usually they take provisions along which they are able to sell at a high price there. It is also a profitable way of employing the negroes, when there is no longer sufficient work at home for them.

"The mining is rarely ever done in the manner of professional miners. The ore lies close to the surface, on which account even the crudest method of procedure is fairly compensative. The nearest mines are about forty miles from here, south of the Missouri. There is a great number of mines. They occupy a stretch of land twenty-five miles wide and sixty miles long. But the beds of ore are said to extend much farther still.

"One of the principal mining towns is Potosi, which was formerly called Mine a Burton, after Frank Burton, who discovered the mine more than forty years ago, and who began to work it after the Spanish government, which owned the land then, had given him a tract of land. The ore is found on a prairie which is situated about one hundred feet above a creek into which it drains. The ore, embedded in a gravel layer, lies in masses, varying from one to fifty pounds, not more than two feet under the upper surface. Under the layer of gravel is found a layer of porous sandstone, which also contains ore. Under the sandstone there follows a layer of red clay, about six feet in thickness, and after this layer is found the best ore, in masses of two to three hundred pounds. It yields between sixty and seventy-five per cent of pure metal. Zinc, arsenic, sulphur, and antimony are found here and there among the lead ore. The names of other

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mines are New Diggins, Elliot's Diggins, Old Mines, Brown's Diggins, Mine LaPlatte, Joe's Mine, etc. The pure metal is sold in St. Louis for from five to six dollars per hundredweight."

THE EIGHTEENTH LETTER.

Montgomery (County), May 16, 1826.

"Not until last fall did my money from Europe arrive.—I decided to spend the winter at the place where I had already lived so long, but made up my mind to dwell on my own plantation from the following spring on. This plan was carried out. By the end of last March building operations had advanced so far, that, according to the ideals of the American settler, the place was quite inhabitable, and having become familiar with this way of living, I did not hesitate for a moment to move here with my two horses, my dogs and my cattle.[8] Since I can remain here only till next year, I have confined myself to the most necessary acquisitions, and for the time being had an outbuilding arranged to live in, the incompleted dwelling house, however, has been protected by a roof. My yard is about one and a half acres in size, the adjoining pasture about two and one-half acres, and the field four acres. Everything is well fenced in, and made tillable in the customary manner. The expenses amount to no more than I have earlier indicated in general terms. In the pasture there is a spring which withstood the drought of last summer. I have had it protected by a little hut. The way from the dwelling to the spring is densely shaded by high oaks, ash trees and walnut trees and sassafras. The beautiful foliage of the white walnut tree draws the branches from a considerable height almost to the ground, like the weeping willow. In front of my hut, as I am obliged to call my place of abode, a porch has been added, and a few paces from it melons and cucumbers and other kitchen vegetables flourish in the garden.

[8] "Sidons states on page 128 that the price of a cow was from $25.00 to $30.00 near St. Louis. How such a thing could be reported in the year 1825 is incomprehensible to me. Seven years earlier the price was that high, but now the best young cow, with the calf, nowhere costs more than $10.00."

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"My house work is attended to by a cook, and the field work by a young man whom I have engaged for several months. Formerly I had in my service a peasant who emigrated from Germany in 1817. He had landed in Philadelphia, where he, together with his wife, had to serve for years as redemptioners or 'indented servants,' which is virtually serfdom, to pay for their passage to this country. After many tribulations fate had cast him into this region. The ordinary monthly wages for a male worker, whether he be white or black, is from eight to ten dollars with board, and from twelve to fourteen dollars without board. I pay the latter amount because I do not wish to bother about the board. A cook gets four dollars a month. A few years ago, it cost twice this amount, and with the rapidly increasing population the wages will become still lower, but never so low as they generally are in Europe. The reason for this is that it is too easy to start one's own household. Immigrating Europeans, who have no property, and who do not have a trade or a profession but must earn their livlihood by common labor in the house or the field, at first have a sad lot. But more of this later on.

"My field is properly planted with corn, a little cotton (for experimental purposes merely), potatoes, beans, peas, cucumbers, pumpkins, melons, carrots, spinach, etc., tho victuals of this kind can be bought at a low price from my neighbors.

"The necessary furniture and kitchen utensils I bought in St. Louis, where this sort of thing can be had much cheaper than in the stores in the neighborhood, so that I shall be able to dispose of everything without loss to my neighbors, when I get ready to move away. In St. Louis I also laid in my supply of coffee and rice.

"I have a good cow which supplies me with fresh cream. Her food she finds in the woods. I am accustomed to keep one of my horses in the fenced-in pasture, in order to have it always at hand.

"One German mile from here an attempt has been made to establish a town. It is called Marthasville. Its site is poorly chosen, on which account it will hardly flourish. At

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present there are but few dwellings there, yet it boasts of two stores, a post office, and a physician. The city of St. Charles (San Carlo, laid out by the Spaniards), which is something like eight or nine German miles from here, has a better location, but it is too close to St. Louis, which will interfere with its development. Opposite this town, on the southern bank of the Missouri, there lives a jolly Frenchman who manages the ferry and is postmaster and an inn-keeper. His name is Chauvin and was born in Canada. He told me that Prince Paul of Wuertemberg had spent the night with him some time ago. Several miles below St Charles is the little town of Florissant where Jesuits, several of whom are German, are living, who occupy themselves chiefly with the instruction of Indian children.

"My mode of living is as follows: At sunrise I go out into the open, usually armed with my hunting piece. I stroll about for an hour, and shoot quail, doves or squirrels, and even turkeys (tho these latter can be gotten better with a rifle), after which I return home and eat my breakfast. After breakfast I take my books, of which I have a careful collection that I had included in my baggage, having stored them away in small boxes that were provided with locks. I now busy myself with the study of scientific subjects, just as I was formerly wont to do in Germany. Shortly before dinner I stop this work, take a walk thru the garden or to the spring, and after dinner mount my horse, either to visit my neighbors, or to enjoy myself in the woods, in the valleys or on the hills. In how far this may be called 'living in a wilderness' you may judge for yourself, especially when I tell you that I have recently given my neighbors permission to build a school house on my land, and when I further tell you that the St. Charles and St. Louis newspapers arrive here two days after they come from the press.

"Rainy weather rarely interferes here. I know of but one instance where more than three rainy days followed in succession. That was the latter part of March of last year. The rain which is rather abundant is generally accompanied by thunder-storms. As soon as it ceases the sun shines again, and

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then the roads are soon dry again, so that a horseman never has cause for complaint. Owing to the great waterways so close at hand, the roads do not suffer much from heavy freight wagons. There are many roads thru the forests, which have been made solely by wild or domestic animals.

"I wish that you might see my present abode, tho it were but for a moment. Of course, the hills and valleys are all covered with forest trees, but in such groups, that it seems that the hand of art had worked at laying out a park. Two hundred and sixty acres of my land lie close to my house, while the rest is a little farther away. Four perpetual springs pour forth their refreshing coolness. One of them is situated so high, that by its natural fall its water could be easily conveyed into my house. Even the water of Lake Creek, where it flows thru my property, is during the summer heat as cool as well water. This creek teems with fish, and contains two varieties of turtles, one with a soft shell. The bull frog is also there. His croaking is heard the whole summer thru. This frog is of greenish color with dark brown spots, and is so large that it attacks small chicks. It weighs from two to three pounds, at least. I have not seen them bigger. The French eat them with relish. (No one here believes that they grow to weigh thirty pounds, see *Warden*, Vol. II, page 526.)

"My house is situated on the level surface of a hill which rises gently from the rather broad valley of Lake Creek. The plane rises gradually until it attains a height, from which a view across the Missouri valley and the adjacent hills is had.

"The splendor of the forests, especially during this month, baffles all description. They are full of the most various flowering trees. Here is seen the purple of the Canadian red-wood (cercis canadensis), whose leaves and twigs are concealed under countless blossoms. There the dogwood (cornus florida), covered over and over with white flowers, shimmers thru dark foliage. The blossoms of the papaw, the persimmon, the acacia, the service tree, the cherry, and the fragrant grape vine all remind me that I am in a land to which Tacitus' description of Germania is not applicable."

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In the following paragraph Duden tells of the various trees that are found on his farm and in his neighborhood. He enumerates the various kinds of walnut and hickory trees, the oaks, the cottonwood, the maple varieties, sassafras, weeping willows, ash trees, linden trees, etc. Of the flowers that spread like a carpet before him, he speaks of the Canadian bloodwort, the lily varieties, the astor, the maidenhair, fern, mandrake, etc. Then he tells of the orchards and the abundance of fruit that is produced. All this is in that enticing manner, so strikingly Dudenesque.

The concluding two pages are devoted to a minute description of two common tumbling bugs, which he had observed in their operations.

THE NINETEENTH LETTER.

Written in May, 1826.

"No doubt you are surprised that I have hardly uttered a syllable about the Indians. Who in Germany would believe that a person could live a whole year on the far-away Missouri, without having been visited a single time by Indians. After having read the various books concerning these people, I myself was greatly concerned in this regard. It is probable, however, that in my neighborhood no Indian has been seen for ten years. To be sure groups of them are seen almost every week canoeing down the Missouri, to trade their wares in St. Louis, or to get their income from lands they have given up. They return by land but they do not leave the direct road, so that there is the only place where they are seen around here. Thus I saw a number of Sac Indians, on their way home, near St. Charles, where they had pitched their tents. In St. Louis one often sees Osage, Kansas, Fox, Sioux and other Indians. They molest neither the whites nor the negroes in any way. East of the Mississippi there are still many tribes, of which a few, the Choctaws for example, have accepted the manners and customs of the Europeans, own slaves, and keep inns. In the state of Missouri, which is to be clearly distinguished from the territory of the Missouri River,

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however, there are but few Indians living. Some fifteen miles from here, on the south side of the Missouri, there was a Shawnee village of fifteen dwellings. Some time ago they changed their residence to a site more than one hundred miles to the west of here. I know of no tribe west of the Mississippi that is nearer to me than this tribe of Shawnees.

"When in the war of 1814 the Indians were incited against the Americans by the English, the settlers in Missouri suffered very much. According to ancient custom they scalped every human being they could get hold of. No child in the cradle was spared. Usually a few Indians sneaked about the plantation when the men were away. Terrible must have been the scenes which still live so vividly in memory. The father-in-law of my nearest neighbor, a Mr. Ramsay, recently told me again how he found his house after he had been absent for a few hours. Whites and negroes lay about on the ground scalped and mutilated. Only a fifteen-year-old boy, a grandchild of Ramsay, still breathed. At the sight of his grandfather he tried to rise up and said 'Grand-daddy, the Indians scalped me,' after which he soon died. Rarely does a person who has been scalped survive. If the wound does heal, the scar is usually protected by an airtight plate. I have seen a man who wore such a plate. Now, however, this sort of thing is not to be feared any more. The population of the whites has increased too much. Even farther up, on the extreme borders of the State, the recently established series of small forts would afford effective protection. Unless the Indians are incited by some outside power, as formerly the French and later the English, and are constantly supported by them, their fear of the Free States easily keeps them in check."

Then follows a number of pages describing the Indians. The data is, however, not taken from Duden's own observation, but from works which he must have read somewhere.

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HISTORICAL NEWS AND COMMENTS.

Dr. R. S. Cotterill's contribution on *The National Railroad Convention in St. Louis, 1849*, will be welcomed by both political and economic scholars. It is an excellent presentation of a subject that altho widely known has been little investigated. Doctor Cotterill is Professor of History at Western Maryland College, Westminster, Maryland. He is the author of several historical articles of value that have appeared in both historical and the better class of popular magazines. His *History of Pioneer Kentucky* was published last year.

The Missouri Soldier One Hundred Years Ago, by Wm. R. Gentry, of St. Louis, was one of the historical addresses delivered at Missouri's First Centennial Celebration, held in Columbia (Mo.) on January 8, 1918. Mr. Gentry is a lineal descendant of General Richard Gentry who led Missouri troops and lost his life in the struggle against the Seminole Indians in 1837. Mr. Gentry's interest in the Missouri soldier is based not only on the patriotic part played by his family in wars of the past, but also on his own son's activity at the front in France. Other addresses delivered at the Centennial meeting will appear in the *Review*.

GENERAL.

ANOTHER MISSOURI BISHOP:

Altho a resident of Louisville, Ky., Bishop William Fletcher McMurry of the M. E. Church, South, who was elected by the General Conference in session at Atlanta, Georgia, in May, is a native of Missouri and has spent the greater part of his life in the State. Bishop McMurry was born in Shelby county, Missouri, June 29, 1864. He was reared here and received his academic and professional education at St. Charles College and at Central College, Fayette.

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He is the third Missourian to occupy the highest episcopal office of his church, the others being Bishop Enoch M. Marvin and Bishop Eugene R. Hendrix.

BATES COUNTY RECORD SOLD:

The *Bates County Record*, one of the oldest newspapers in Western Missouri, has been sold by its owner, W. O. Atkeson, to Robert D. Allen, of the *Butler Weekly Times*, who will consolidate the two papers. For fifty-two years the *Record* has chronicled local history. It suspended in April, 1918, with volume fifty-two, number fifty-two. The paper was founded by the late O. D. Austin. The files of the *Record* have been donated by Mr. Atkeson to the State Historical Society of Missouri for permanent preservation.

MISSISSIPPI VALLEY WATERWAYS ASSOCIATION:

The first annual convention of the Mississippi Valley Waterways Association was held in St. Louis this May. It was an important gathering and carried us back to the internal improvement meetings of a half century past. The waterways program has not moved as rapidly as some might hope. Private capital will hardly take the initiative in restoring river navigation in these days of Government control of transportation. The Government itself must now do this, or the project be abandoned for the present. Unless the people of the Mississippi Valley unmistakably show that they want this done and will support the Government's efforts by providing tonnage and terminals, little progress will be made. The purpose of the Association was to consider these questions.

GENERAL BOLIVAR'S PORTRAIT.

About three years ago, Mr. W. U. Townsend, secretary of the Carnegie Library board of Bolivar, Missouri, suggested to some friends that it would be appropriate if the portrait of General Simon Bolivar, the great South American liberator, for whom the city was named, could be secured to hang in the new library. Accordingly the matter was taken up with Con-

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GENERAL SIMON BOLIVAR, The Great South American Liberator.

(Courtesy of Mrs. F. L. Stufflebam, Publisher of the *Bolivar Herald*, Bolivar, Mo.)

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gressman Hamlin, who referred it to the Minister of the Venezuelan government. The Venezuelan government acted on the matter favorably, the portrait was painted and duly forwarded to the United States, arriving in Bolivar, Missouri, early in January of this year. On Friday, February 22, the formal unveiling ceremonies were held. The portrait is life size and shows General Bolivar standing. It was painted by A. J. Friar and is set in a bronze frame. A plate at the bottom of the picture bears the designation, "Simon Bolivar, Liberator of Venezuela, Columbia, Ecuador, Peru and Bolivia." Santos A. Dominici, Minister of Venezuela, was to have been present at the unveiling ceremonies, but was prevented by sickness from coming.

PERSONAL.

JUDGE C. C. BLAND: Born in Ohio County, Kentucky, February 9, 1837; died in St. Louis, Missouri, March 5, 1918. He came to Missouri at the age of fourteen and attended Arcadia College for three years. He was admitted to the bar in 1860, and in 1862 enlisted in Company "D" 32nd Missouri Infantry, U. S. A., and was elected captain of his company. Upon his discharge from the army in 1864 he returned to Rolla, Missouri, to practice law. He was mayor of the city for two terms and in 1880 was elected judge of the judicial circuit. He served in this capacity for sixteen years and was then elected a judge of the St. Louis Court of Appeals. In 1908 he retired from the bench.

JUDGE E. J. BROADDUS: Born in Madison County, Kentucky, June 19, 1839; died in Oklahoma, March 2, 1918. He served in the Confederate army under General John Morgan. After the Civil War, in 1867, he came to Missouri, settling at Chillicothe, and engaged in the practice of law. In 1874 he was appointed circuit judge in the place of Judge Arch Davis (resigned) and was later elected to succeed himself. In 1892 he was elected judge of the seventh judicial circuit and served in that capacity until 1898. He was at that time

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elected to a place on the bench of the Kansas City Court of Appeals and served there until 1912.

HON. ROBERT B. CALDWELL: Born in Lewis County, Missouri, August 21, 1860; died at Monticello, Missouri, February 17, 1918. He attended school at the Monticello Seminary and then joined his father in operating a water mill. In 1894 he was elected county treasurer on the Democratic ticket and re-elected in 1898. In 1906 he purchased *The Lewis County Journal* and was editor of that paper until his death. In 1916 he was elected to the 49th General Assembly as representative from Lewis County.

W. S. CHAPLIN: Born in Glenburn, Maine, in 1847; died in St. Louis, Missouri, March 12, 1918. He graduated from West Point and for several years thereafter was lieutenant in the Fifth Field Artillery. During the years following he taught engineering in Maine State College; Imperial University, Tokyo, Japan; Union College, Schnectady, New York, and Harvard University. He was Chancellor of Washington University, St. Louis, from 1891 until 1907, when he retired.

JUDGE WILLIAM B. DRESCHER: Born in Butzbach, Hesse Darmstadt, Germany, March 7, 1824; died in St. Louis, Missouri, January 18, 1918. He immigrated to this country when he was sixteen years old and came direct to Palmyra, Missouri. He had lived in Missouri continuously since that time. He served in the Mexican war under Col. Sterling Price. He was presiding judge of the county court of Marion County from 1895 to 1903 and was mayor of Hannibal in 1876. He was the oldest Mason, in years of membership, in the State, having been initiated into the Palmyra lodge No. 18, on April 5, 1845.

CHARLES E. ELLIOTT: Born at Marvinstown, Devonshire, England, January 4, 1834; died in Oronogo, Missouri, April 19, 1918. He came to America at the age of nineteen, settling first in Canada and later at St. Charles, Neosho, Springfield, Granby and Oronogo, Missouri. During the Civil War he served in the Union army for three years and

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seven months. After the war he was appointed postmaster at Oronogo by President Grant and held that position for twenty years. He was one of five men who owned the land and platted the site of the present city of Joplin. He was presiding judge of the County Court two terms and served two terms in the State Legislature.

LOUIS HUGGINS: Born at Versailles, Kentucky, February 1, 1842; died in St. Joseph, Missouri, January 8, 1918. He came to St. Joseph in 1858 and in the early '60's he and his brother established there a factory for the manufacture of soap. Later he engaged in the toy and crockery business and still later established what is now known as the National Biscuit Company. He was one of the founders of the Presbyterian school, known as the School of the Ozarks, at Hollister, Missouri.

HON. J. M. LIMBIRD: Born in England in 1844; died at St. Joseph, Missouri, February 12, 1918. He came to the United States in 1855, locating in Ohio. He served in the Union army throughout the Civil War. For a short time after the close of the war he taught school in Ohio and then moved to Carrollton, Missouri, where he was admitted to the bar. A year later he moved to Oregon, Missouri, where he was elected prosecuting attorney of Holt County for two terms. In 1880 he was elected as Representative in the General Assembly of Missouri for one term. He moved to St. Joseph in 1883 and from 1884 to 1887 served as City Counselor of that city, under Mayor H. R. W. Hartung. In 1890 he was appointed Collector of Customs by President Harrison and filled that office for four years. Since that time he had practiced his profession in St. Joseph.

HON. RICHARD H. NORTON: Born at Troy, Missouri, in 1848; died at St. Louis, Missouri, March 17, 1918. Mr. Norton was educated at St. Louis University and the St. Louis Law School. He practiced law in Troy, Missouri, and served in the lower house of Congress from 1888 to 1892. He won the congressional nomination in 1888 from Judge Elijah Robinson by the flip of a coin. In 1890 he defeated Champ

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Clark for the nomination. He was a large land owner in Lincoln County.

W. F. RANKIN: Born in Biggsville, Illinois, January 1, 1860; died in Tarkio, Missouri, February 1, 1918. Early in life he made several trips west and finally settled in Missouri in June, 1880. He was associated with his father in agricultural enterprises and upon the death of his father he and his brother John took over the active management of the Rankin Farms Corporation. The holdings of this corporation consists of 34,000 acres of land, 20,000 of which lie near Tarkio, Missouri. He was one of the incorporators of Tarkio College at its organization June 4, 1882, and at various times was one of its trustees and always a staunch supporter. He was also very active in municipal progress in Tarkio.

HON. WILLIAM JOEL STONE: Born in Madison County, Kentucky, May 7, 1848; died in Washington, D. C., April 14, 1918. He came to Missouri early in life and attended the University of Missouri, graduating from that institution in the class of 1867. The same year he began the study of law under the guidance of his brother-in-law, Col. S. Taylor, at Columbia, and was admitted to the bar in 1869. He first located at Bedford, Indiana, but soon returned to Missouri and located at Nevada, where he formed a law parternship with Charles R. Scott and later Judge D. P. Stratton and Granville S. Hoss. He was elected to his first public office in 1873—Prosecuting Attorney of Vernon County. He was elected to the lower house of Congress from the old Twelfth district and served there until 1890. In 1892 he was elected Governor of Missouri. He was made Democratic National Committeeman in 1896 and acted in that capacity until 1914. In 1903 he was elected to the United States Senate, which office he held continuously until his death, serving the fourth longest term in the upper house of Congress of all men whom this state sent to Washington—fifteen years.

DR. FLAVEL B. TIFFANY: Born in 1847; died at Kansas City, Missouri, January 4, 1918. In 1889 he organized the University Medical College, the first medical college in Kansas

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City, and became its president. Later, when several schools were combined to form the medical department of Kansas City University, he took a chair in that institution. He served at different times as president of the Missouri Valley Medical Society and the Tri-State Medical Society. He was also president of the Alliance Francaise. He had traveled a great deal, touring Europe several times.

DR. B. A. WATSON: Born in Charlotte County, Virginia, January 28, 1833; died at Columbia, Missouri, January 19, 1918. He came to Callaway County, Missouri, in 1839 and graduated from Westminster College at Fulton in 1857, with the degree of A. B. He fought with the Confederate army in the Civil War, under Captain Joseph O. Shelby. He was graduated from Bellevue Medical College, New York, in 1866 and practiced first at Williamsburg and Millersburg, Callaway County, Missouri, and in 1871 came to Columbia, where he lived until his death.

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